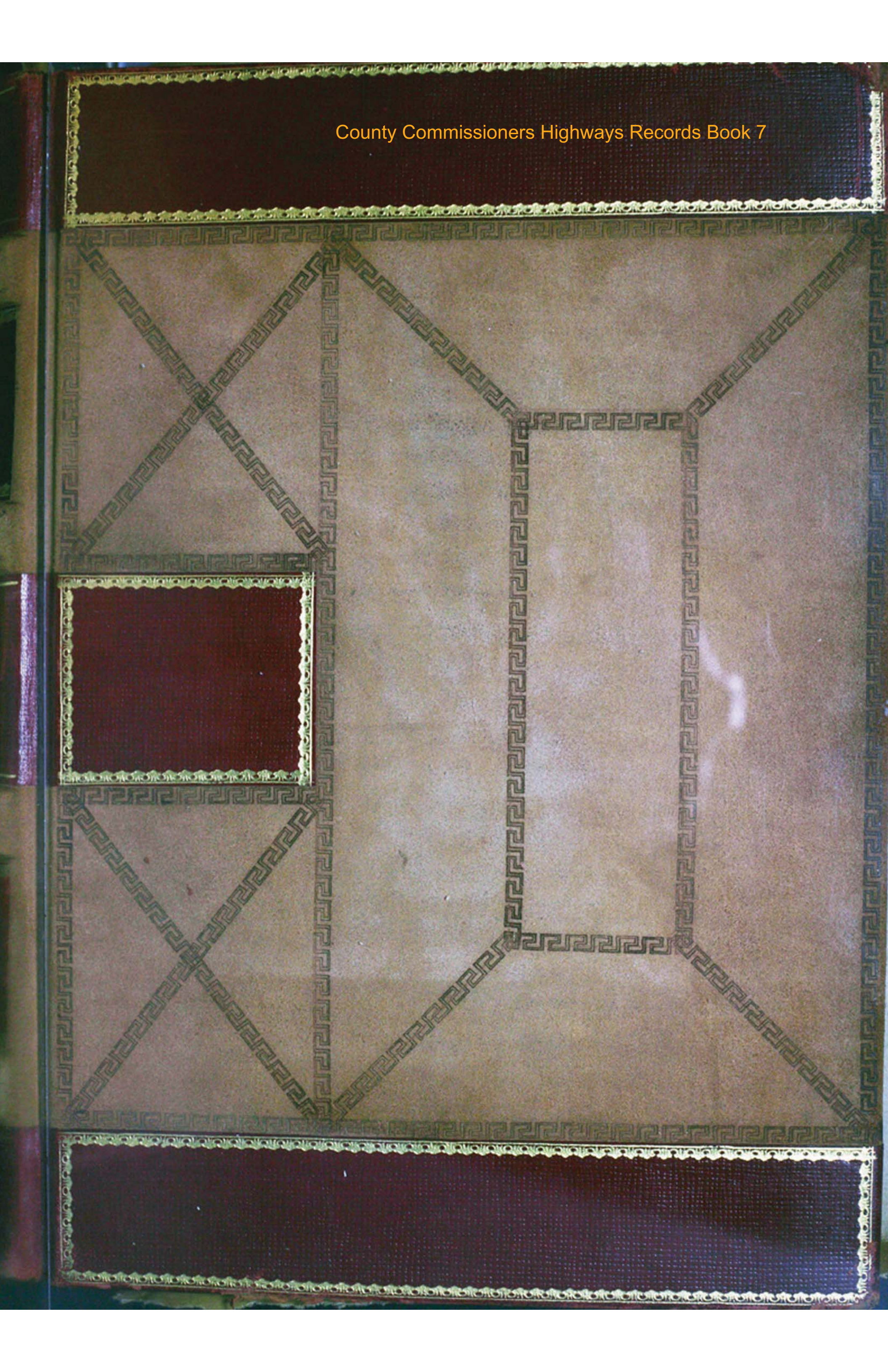


County Commissioners Highways Records Book 7





The petition of the Selectmen of Westfield  
for a New Highway and alteration & discontinuance  
of a Highway in West Springfield, brought for-  
ward & continued, from page 351, Book 6  
of the Records of the County Commissioners,  
= and the said Commissioners  
having given notice of the adjudication and  
the time and place appointed for said  
location in the same manner as the notice  
and publication was given and made,  
and as is by law in such case made and  
provided, before proceeding to view / except  
publishing an abstract of said petition instead  
of a copy thereof, / on the said Twenty first  
day of April met and proceeded to locate  
specific repairs on the following described  
parts of said highway as follows. -

Viz: Commencing near the foot of Latham  
hill at a stake / N<sup>o</sup> 1 / opposite of, and  
in range of the Easterly side of the dwelling  
house of Widow William Sibley in said West  
Springfield and extending Easterly along said  
highway. Thirteen Hundred feet to Station N<sup>o</sup> 14

Also Commencing at the foot of Stebbins  
hill so called at a stake / N<sup>o</sup> 1 / nearly  
opposite an apple tree and extending  
Westerly along said highway Twelve Hundred  
& Fifty feet to a point midway between  
Station N<sup>o</sup> 13 and N<sup>o</sup> 14. -

Also Commencing Easterly of said Stebbins  
hill at the East side of the Bridge over  
the brook or ditch that crosses the highway  
(at Station N<sup>o</sup> 1 marked on the cap timber  
of the East abutment of said Bridge) and  
extending Easterly along said highway Five  
Hundred feet to Station N<sup>o</sup> 6 and also  
to include the highway between the last  
mentioned Station N<sup>o</sup> 6 and the Westerly  
line of Main St in said West Springfield  
and it is ordered, that so much of the  
highway as is included in the foregoing



limits be reconstructed, graded and repaired in accordance with directions hereafter given. —

And it is ordered that the said town of West-Springfield — cause the road aforesaid which is within the limits of the said town of West-Springfield to be worked, made, and completed in the most-faithful and workmanlike manner, and as follows, to wit: The said road must be thoroughly cleared of stones, stumps and roots. The top soil, where it is unsuitable for making a hard and permanent road, must be removed out of the traveled way, or may be used in embankment, if it be so placed as not to be within twelve inches of the surface of the road when finished. Where the materials within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least 10 inches of good gravel, or some other good material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of 20 feet for the traveled part of the road. Where the subsoil is sand, the said traveled part of the road, after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick, and, afterward with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the side of the traveled part thereof to its centre to the height of 12 inches. And the traveled part



thereof must be worked to the width of 20 feet, exclusive of the side slopes and of the ditches; so that carriages and teams may pass with safety and convenience over any and every part of the 20 feet aforesaid. The said traveled part of the road must be worked as near the centre of, and parallel to its location as can be done and preserve the present road bed, except near its angles, which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches, where they are needed, must be constructed entirely without the traveled part of the road of 20 feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty-four degrees, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the centre line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side. On the side of hills, where the road is made partly by



embankment and partly by excavation, the road must be crowned, in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the centre, and from thence to the exterior or down-hill side must be made nearly or quite level.

All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made ~~be made~~ at an angle not exceeding forty-five degrees; where the materials are loose gravel or sand, the angle must not exceed thirty degrees from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveller; the railing must consist of straight handsome chestnut poles, not less in any part than five inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from centre to centre. Where the sides of embankments are constructed or secured with substantial well-laid stone walls, stones two feet high above the face of the road, and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splicing of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles or joist, at least one foot in length, in such manner that the chamfered faces will fit and lie close together, with the iron bolt aforesaid



passing directly through the center of said joining or splicing. or a stone wall built in a substantial and workmanlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment within the interior or inside thereof, not less than  $2\frac{1}{2}$  feet within the edge of the slope of the embankment, and without, in any manner obstructing or interfering with said 20 feet for the travelled part of the road.

Where the sides of embankments are constructed, or secured with substantial, well-laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense this kind of structure will be required,) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular; the road need be worked to no greater width than twenty five feet on the top or face of the embankment, to furnish a firm support to the railing and the twenty feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial, well-laid stone abutments, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of 8 inches in



addition; except the span of the arch or arches of a bridge, each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank. Whenever a bridge is covered with plank the top of the plank must be at grade, and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty-four feet long, measured at right angles with the direction of the road, and be substantially and properly railed to the height of three feet, and to the width of not less than 20 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner, with good, firm, straight stone sides, or abutments not less than two feet apart, and 18 inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be crowned 8 inches in addition. The owners of land over which said road is located, retain the legal right to construct cattle culverts, or farm bridges across and underneath the road for their accommodation and convenience, provided they do not thereby increase the ascent or descent in the grading of the road, as hereafter described, and construct said culverts or bridges in manner prescribed for the bridge; and the said culverts when placed in must forever after be maintained by such owners, their heirs or assigns, in good



repair, and in such condition as to render them safe and convenient for the traveller. In grading the road aforesaid, care must be used in front of any dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said building, in the best shape for placing in a bank wall if the owner of said building shall so elect, otherwise so to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto; provided, - however, when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling-house or other building, it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing, (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be.

Trees that have been planted or reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it.

And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings, intersections or connections therewith, as to render them perfectly safe and convenient for the traveler.



And it is further ordered that the grading of the parts of the road aforesaid which lies within the town of West-Springfield be so worked as not in any place to exceed the angles of ascent or descent from a horizontal line hereafter mentioned. The grade pins are all placed on the side of the present traveled part of the road and, are all driven down to near the surface of the earth, and the summits or tops of said pins are the points of admeasurement for ascertaining the amount of excavation or embankment, for the traveled part of the road. The summits or tops of those pins that are at grade, in connection with the line of inclination, represent the base of the traveled part of the road and the crowning of 10 inches required by this order is in all cases, to be considered as placed on or above the tops or summits of said pins and line. The grade pins that are mentioned in this description as being numbered, have a stake driven by the side of them, bearing the number of the station. The admeasurement is given in feet and the decimal parts of a foot. and said grading is as follows, to wit. =

= Commencing at the foot of Latham Hill at Stations N<sup>o</sup> 1 and N<sup>o</sup> 2 grade, at N<sup>o</sup> 3 fill 5.59 ft. at N<sup>o</sup> 4 fill 9.46 ft. at N<sup>o</sup> 5 fill 11.41 ft. at N<sup>o</sup> 6 fill 10.32 ft. at N<sup>o</sup> 7 fill 5.83 ft. at N<sup>o</sup> 8 fill 12.4 ft. at N<sup>o</sup> 9 cut 2.02 ft. at N<sup>o</sup> 10 cut 5.10 ft. at N<sup>o</sup> 11 cut 6.15 ft. at N<sup>o</sup> 12 cut 6.21 ft. at N<sup>o</sup> 13 cut 4.60 ft at N<sup>o</sup> 14 grade - The inclination of this part of the road when completed is to be as follows viz: from Station No 1 to N<sup>o</sup> 2 the same as the present road, from Station N<sup>o</sup> 2 to Station N<sup>o</sup> 14 Three degrees forty minutes ascending.

also commencing at the foot of Stebbins



Hill - at Station No 1 grade, at Station No 2  
fill 3.03 ft. at No 3 fill 4.71 ft. at No 4 fill  
4.14 ft. at No 5 cut 1.07 ft. at No 6 cut 2.82 ft.  
at No 7 cut 3.01 ft. at No 8 grade (also to a  
point forty feet Westerly of No 8 grade) at No 9  
fill 2.50 ft. at No 10 fill 0.94 ft. at No 11 cut  
1.45 ft. at No 12 cut 2.83 ft. at No 13 cut  
1.51 ft. at fifty feet Westerly of No 13 grade.  
The inclination of this part of the road

when completed is to be as follows viz:  
from Station No 1 to Station No 8 is four  
degrees ascending, from Station No 8 to a  
point forty feet Westerly of No 8 the grade  
is to be the same as the present road  
from the point forty feet Westerly of No 8  
to a point fifty feet Westerly of Station No  
13. Three degrees forty five minutes -  
ascending.

Also commencing at the Bridge Easterly  
of Stebbins Hill at Station No 1, grade. at  
Station No 2, cut 1.58 ft. at No 3, cut 1.79 ft.  
at No 4 cut 0.05 ft. at No 5 fill 0.79 ft. at  
No 6 grade and the same grade from  
there to Main St.

The County Commissioners having heard  
all persons and corporations interested  
in relation to damages who expressed  
a desire to be heard thereon, consider  
and adjudge that no person or corporation  
is entitled to receive damages on account  
of the location & working of said Specific  
Repairs, and none are awarded.

And it is ordered that said Specific  
Repairs be worked in a thorough, skillful  
& workmanlike manner and the road  
made hard safe and convenient for  
travellers to pass over with their  
teams, horses and carriages and that  
it be made and completed by the  
town of West Springfield as follows viz  
That part commencing at the foot of



6

Stebbins Hill (as aforesaid) and extending  
Westerly Twelve Hundred & fifty feet on  
or before the first day of August, A.D.  
1860 and the remainder of said repairs  
on or before the first day of October next  
to the acceptance of the County Commissioners

Henry F. Brown }  
Nelson D. Parks } County  
Henry Charles } Commissioners

Which report being read & considered  
is accepted & the Specific Repairs  
on said road established as & for a  
public highway.

E. A. Fuller & als  
Pet for alter & new H  
ways in Ludlow

13

To the County Commissioners for the County  
of Hampden. The undersigned citizens of  
Ludlow, Springfield & other contiguous towns.  
believing that the public convenience, -  
requires an alteration of certain parts of  
roads now in use & also that some new  
roads to connect therewith, in said Ludlow  
should be made - as follows, to wit: Commencing  
at the line of the town of Granby - at, or near  
the house of Dexter Saylor & running thence,  
through the lands of widow R. Damon, to  
the house of Samuel White; thence to the house  
of Jacob Newell. - thence to a connection -  
with the North End of the New Road, at or  
near the house of David Atchinson, & thence  
by said new road - till it shall unite with  
the proposed road, prayed for in a petition  
of even date herewith - from or near the  
house of John Moody to the Village of Indian  
Orchard. - The undersigned do therefore  
pray, that your Honorable Body would assign  
a time, as early as may be - to view said  
alterations; and routes & if demanded for the  
Public convenience that this same may  
be made & constructed as soon as may be



practicable. —

Ludlow, Dec 24<sup>th</sup> 1858. E. A. Huller + others  
The foregoing petition was entered at a  
meeting of the County Commissioners holders  
for said County on the fourth Tuesday of  
December in the year of our Lord Eighteen  
hundred and fifty eight, at which meeting  
the Commissioners deeming a view of the  
premises expedient and proper, gave notice  
that they would meet for the purpose of said  
view, at the dwelling house of Jacob Newell  
in Ludlow on Friday the first day of April  
next, at nine o'clock, A. M.; and it was ordered  
by the County Commissioners that a copy of said  
petition be served by the Sheriff of said County  
or his Deputy, upon the Clerk of the town of  
Ludlow in said County, thirty days at least,  
before the said first day of April and that  
all other persons and corporations interested  
therein be notified, by publishing a copy of  
said petition and this order thereon, in the  
Springfield Republican a public newspaper  
printed in said County, three weeks successively,  
the last publication to be fourteen days at least  
before the time of said view. And it was  
further ordered by the Commissioners, that  
copies of said petition, or abstracts containing  
the substance thereof and this order, be  
posted up by said Sheriff or Deputy, in  
two public places in the town of Ludlow  
fourteen days before said first day of April  
and that notice be given in manner aforesaid  
to all persons and corporations interested, —  
that the County Commissioners deem a view  
of the premises expedient and proper, and  
that a view of the same would be taken  
by them at the time and place aforesaid.  
And this petition was continued to this  
meeting, and the Sheriff of said County  
makes his return as follows,  
Hampden, Ss. Feb 12<sup>th</sup> 1859. By virtue of the within,



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I delivered a true copy of the within to J. P. Hubbard town clerk of Sudlow, and also posted copies at two public places in said town.

Edmund Bliss, Dept Sheriff

and now the commissioners make their report in writing as follows.

Commonwealth of Massachusetts  
Hampden, S.S.

At a meeting of the County Commissioners of the County of Hampden, held at Springfield, in said County, on the fourth Tuesday of December in the year of our Lord eighteen hundred and and fifty eight,

on the petition of C. A. Fuller and others then presented to said commissioners, — representing and setting forth that certain parts of the road leading from Dexter Hays near Cranby line southerly to connect with the proposed new road from near John Moody's in Sudlow to Indians Orchard Village in Springfield, requires certain alterations or a new road and asking the commissioners to view and locate the same as by said petition on file will appear.

The commissioners, deeming a view of the premises expedient, appointed Friday, the first day of April then next and nine o'clock in the forenoon, at the house of Jacob Newell in Sudlow as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Sudlow being the town within which such alterations & new road are prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in Sudlow said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively



in the Springfield Republican a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view.

And on the said first day of April the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the same time of said view; and having heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said Commissioners did then and there adjudge that common convenience and necessity do not require that the prayer of the petition should be granted and the same is dismissed. —

Henry Charles one of the County Commissioners being disqualified by residence from acting on the aforesaid petition, Daniel S. White one of the Special Commissioners was notified by the other Commissioners, appeared and acted in his stead. But he not agreeing with the Commissioners declines to sign the above report

Henry F. Brown } County  
Nelson D. Parks } Commissioners

Which report being read and considered is accepted and the aforesaid petition dismissed



M + C. S. Chapin & others  
 Pet for a New H. way  
 in Springfield  
 Ludlow & Chicopee

To the County Commissioners for the County  
 of Hampden, The undersigned respectfully  
 represents, that the public necessity and  
 convenience require that a new road,  
 for the public travel be opened from  
 the intersection of Liberty Street in Springfield  
 with road leading from the United States  
 Army to Chicopee, near the Catholic  
 Cemetery, running in a Northerly direction  
 to the Chicopee River below the Indian  
 Orchard Village and thence across the  
 said river to terminate near the house  
 of John Moody in the town of Ludlow,  
 and we request your Honorable Body  
 to view the premises, and locate said  
 road, or so much of it as in your judgment  
 the public good require.

Springfield Dec 1858

M + C. S. Chapin & others

The foregoing petition was entered at  
 a meeting of the County Commissioners  
 holden for said County on the fourth  
 Tuesday of December in the year of our  
 Lord Eighteen Hundred and fifty eight,  
 at which meeting the Commissioners  
 deeming a view of the premises —  
 expedient and proper, gave notice  
 that they would meet for the purpose  
 of said view, at the Court House in  
 Springfield on Tuesday the twenty ninth  
 day of March next at nine o'clock, —  
 A. M.; and it was ordered by the County  
 Commissioners that a copy of said petition  
 be served by the Sheriff of said County  
 or his Deputy, upon the Clerks of the towns  
 of Chicopee & Ludlow & city clerk of Springfield  
 in said County, thirty days, at least, before  
 the said twenty ninth day of March  
 and that all other persons and corporations  
 interested therein be notified, by  
 publishing a copy of said petition and



this order thereon, in the Springfield Republican a public newspaper printed in said County, three weeks successively, the last publication to be fourteen days at least before the time of said view. And it was further ordered by the Commissioners, that copies of said petition, or abstracts containing the substance thereof and this order, be posted up by said Sheriff or Deputy, in two public places in Springfield Chicopee & Sudlow fourteen days before said twenty ninth day of March, and that notice be given in manner aforesaid to all persons and corporations interested, that the County Commissioners deem a view of the premises expedient and proper, and that a view of the same would be taken by them at the time and place aforesaid.

And this petition was continued to this meeting, and the Sheriff of said County makes his return as follows  
Hampden, ss. Feb 12<sup>th</sup> 1859 By virtue of the within. I this day delivered attested copies to the town clerk of Sudlow & posted two copies in the said town of Sudlow & on the sixteenth of the same month gave in hand to the town clerk of Chicopee an attested copy and on the same day posted up in two public places in said Chicopee two other copies, and on the same sixteenth left an attested copy, at the office of the city clerk of Springfield and on the twelfth of the same month & sixteenth posted two other copies in the City Clerk of Springfield.

Edmund Bliss

Dept Sheriff

and now the Commissioners make their report in writing as follows, —



Commonwealth of Massachusetts  
Hampden, Ss.

at a meeting of the County Commissioners  
of the County of Hampden, held at Springfield,  
in said County, on the fourth Tuesday of  
December in the year of our Lord eighteen  
hundred and fifty eight. -

on the petition of M + C. S. Chapin and others  
then presented to said Commissioners, -  
representing and setting forth that public  
convenience and necessity require a new  
road to be constructed from near the  
Catholic cemetery in Springfield and running  
northerly across Chicopee River and terminating  
near the house of John Moody in Sudlow,  
and asking that the Commissioners would  
view and locate the same - as by said  
petition on file will appear

The Commissioners, deeming a view of the  
premises expedient, appointed Tuesday, the  
twenty ninth day of March then next and  
nine o'clock in the forenoon, at the Court House  
in Springfield as the time and place for  
viewing the premises; and caused a copy  
of said petition to be served upon the clerks  
of the towns of Chicopee + Sudlow + City of  
Springfield being the towns within which  
such new road is prayed for, thirty  
days at least before the time appointed for  
said view; and also caused abstracts of  
said petition, containing the substance  
thereof, to be posted in two public places  
in said towns + city; and also gave notice  
to all persons interested by causing a copy of  
said petition to be published three weeks  
successively in the Springfield Republican  
a newspaper published in said County,  
said posting and the last publication of  
said copy having been fourteen days at  
least before the time appointed for said  
view; and before said view was had,



said commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested, of the time and place for commencing said view. And on the said twenty ninth day of March, the commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the commissioners then determined to hear the parties at the same time of said view; and having heard the parties, said commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said commissioners did then and there adjudge that common convenience and necessity do not require that the same should be granted and the same is dismissed with costs taxed at Thirty nine dollars and Seventy four cents.-

Henry Charles one of the County Commissioners being disqualified by residence from acting on the foregoing petition Daniel G. White one of the Special Commissioners was notified by the other commissioners and appeared and acted in his stead.

Henry F. Brown	} County Commissioners
Nelson D. Parks	
Daniel G. White	

Which report being read and considered is accepted, and the <sup>aforesaid</sup> petition is dismissed with costs



## Hampden. Co. County Commissioners meeting

May 21. 1859

The following bill of fare is established by the commissioners to be furnished persons confined in the jail and house of correction the articles mentioned in the same are to be used as those heretofore purchased become exhausted. - Suitable Condiments are also to be furnished with the food. - Changes shall be made whenever the physician may so direct in regard to any prisoner whose health in the judgment of such physician shall require it

Monday	..	For Breakfast	Fish Hash + Bread
"	"	" Dinner	Pork Beans + Bread
"	"	" Supper	Mush + Molasses

Tuesday	"	"	Fish Hash + Bread
"	"	"	Boiled Beef veg + Bread
"	"	"	Rice + Molasses

Wednesday	"	"	Meat Hash + Bread
"	"	"	Beef Soup veg + Bread
"	"	"	Mush + Molasses

Thursday	"	"	Fish Hash + Bread
"	"	"	Pork Beans + Bread
"	"	"	Rice + Molasses

Friday	"	"	Bread Butter + Coffee
"	"	"	Fish veg + Bread
"	"	"	Mush + Molasses

Saturday	"	"	Meat Hash + Bread
"	"	"	Boiled Beef veg + Bread
"	"	"	Rice + Molasses

Sunday	"	"	Bread Butter + Coffee
"	"	"	Pea Soup + Bread



Hampden ss

County Commissioners

Adjourned Meeting. May 21<sup>st</sup> 1859

It is ordered by the Commissioners that the salaries of the jailer officers & employees at the jail & house of correction be established as follows until otherwise ordered -

The jailer at the rate of eleven hundred dollars a year.

The assistant jailer & turnkey at the rate of five hundred and fifty dollars a year.

The matron at the rate of two hundred and twenty five dollars a year -

Three women to be employed as cooks and at other labor each at the rate of two hundred & eight dollars a year. -

The said salaries are to commence on the seventh day of May current and are to be payable on the first day of July next and thereafterwards quarter yearly.

In addition to the above compensation the jailer is to be allowed at his request fuel and gas for his house. -

He is also to be allowed the use of all the house barn and land connected with the jail not required for prison purposes and for lodging rooms for the officers and employees of the prison if the said officers and employees are required to lodge upon the premises.

By the Commissioners

Geo. B. Morris, Clerk.



11  
apportionment  
of County Tax

In conformity with a resolve of the general Court passed at their present Session March 27<sup>th</sup> 1859 granting a Tax of Thirty Thousand dollars for the County of Hampden the same is apportioned upon the several towns in said County in manner following

Blandford	721.63	Montgomery	217.99
Brimfield	887.00	Palmer	1668.75
Chester	616.39	Russell	240.54
Chicopee	4517.67	Southwick	699.07
Granville	548.73	Springfield	8336.26
Holland	195.44	Holland	278.13
Holyoke	2420.44	Wales	300.68
Longmeadow	1059.88	West Springfield	2104.73
Ludlow	616.39	Westfield	2127.28
Monson	1240.29	Wilbraham	1202.71
		30,000.00	

And warrants have been issued dated the tenth day of May, A.D. 1859 directed to the Selectmen or assessors of the several Towns in the County directing them to assess the same upon the inhabitants of their respective towns and requiring their Collector or Constable to collect the same, and pay the same to Charles R. Ladd Esq County Treasurer or his successor, or order, by the last day of August ensuing as the law directs. —

April 12<sup>th</sup> 1859

Levi Brown is licensed as a winekeeper at his house on East Granville Hill in Granville  
Elisha Kinney is licensed as an Innholder at his dwelling house. Holland,  
Henry Canterbury is licensed as an Innholder at the Hotel Bondsvillage, Palmer.

May 4<sup>th</sup> 1859

Gilbert Nye is licensed as an Innholder at his house in North Blandford, Blandford  
J. H. Ross is licensed as an Innholder at the Agawam House Wittenneague West Springfield



June 1<sup>st</sup> 1859

Parker W. Webster is licensed as an Innholder  
Palmer. -

Sundry accounts against the County being  
now presented for allowance amounting  
to the sum of two thousand and twenty  
dollars and seventy one cents are allowed  
and ordered to be paid from the County  
Treasury.

John D. Smith is allowed the sum of  
three dollars in full for damage to land  
taken for a highway and the same is  
ordered to be paid from the County  
Treasury.

Hampden Co. June 17<sup>th</sup> 1859

Judgment is entered up according to  
reports &c and all matters not acted upon  
are ordered to be continued and this  
meeting is adjourned without day.

Attest

Wm M. Morris Clerk



12

0  
6



Commonwealth of Massachusetts  
Hampden, ss.

At a meeting of the County Commissioners begun and holden at Springfield within and for the County of Hampden on the fourth Tuesday of June being the twenty eighth day of said month and from day to day to the first day of July and by adjournment on the twelfth day of said month of July and from day to day to the fourteenth day of said month of July, and by adjournment on the twenty third day of August and by adjournment on the sixth day of September to the seventh day of said month of September and by adjournment on the twenty second day of said month of September to the twenty third day of said month of September in the year of our Lord one thousand eight hundred and fifty nine

Present, Henry F. Brown, Chairman

Nelson, S. Parks

Henry Charles

} County  
Commissioners

To the County Commissioners for the County of Hampden Elijah, S. Allen tells  
The undersigned inhabitants of Agawam Pet for alter & new  
in said County respectfully represent that location & discon  
the highway from the ferry across Connect. of H. way in Agawam  
icut river near the house of Samuel, S. Harriner  
to Agawam Street near the house of J. R. Cooley  
is narrow crooked and indirect, wherefore  
your petitioner pray you to view said  
road and to widen straighten alter or  
new locate the same and to discontinue  
such parts of the road as may be useless.

Agawam Aug 29<sup>th</sup> 1857.

Elijah, S. Allen and others

The foregoing petition was entered at a  
meeting of the County Commissioners  
holden for said County on the first Tuesday



of October, in the year of our Lord  
 Eighteen hundred and fifty seven, at  
 which meeting the commissioners deeming  
 a view of the premises expedient and  
 proper, gave notice that they would meet  
 for the purpose of said view, at the dwelling  
 house of Elijah D. Allen in Agawam on  
 Tuesday the twenty fourth day of November  
 next, at eleven o'clock, A. M.; and it was  
 ordered by the County Commissioners that a  
 copy of said petition be served by the  
 Sheriff of said County or his Deputy, upon  
 the clerk of the town of Agawam in said  
 County, thirty days, at least, before the  
 said 24<sup>th</sup> day of November and that all  
 other persons and corporations interested  
 therein be notified, by publishing a copy  
 of said petition and this order thereon,  
 in the Springfield Republican a public  
 newspaper printed in said County, three  
 weeks successively, the last publication to  
 be fourteen days at least before the time  
 of said view. And it was further ordered  
 by the Commissioners, that copies of said  
 petition, or abstracts containing the substance  
 thereof and this order, be posted up by said  
 Sheriff or Deputy, in two public places in  
 the town of Agawam fourteen days before  
 said 24<sup>th</sup> day of November and that  
 notice be given in manner aforesaid to  
 all persons and corporations interested, that  
 the County Commissioners deem a view  
 of the premises expedient and proper, and  
 that a view of the same would be taken  
 by them at the time and place aforesaid.  
 And this petition was continued from  
 meeting to meeting to this meeting and  
 now the Sheriff of said County, makes  
 his return as follows

Hampden Co. October 21<sup>st</sup> 1857

By virtue of the within petition and order



I this day notified the inhabitants and all corporations of the town of Agawam in said county interested therein of the meeting of the County Commissioners to view the within named road by posting up attested copies of this petition and order in two public places in said town and by giving the town clerk of said town, an attested copy thereof as within directed

R. G. March, Sheriff

and now the Commissioners make their report in writing as follows

Commonwealth of Massachusetts  
Hampden, Ss.

At a meeting of the County Commissioners of the County of Hampden, held at Springfield, in said County, on the first Tuesday of October in the year of our Lord eighteen hundred and fifty seven.

On the petition of Elijah D. Allen and others then presented to said Commissioners, representing and setting forth that - the highway from the ferry across Connecticut river near the house of Samuel D. Harriner to Agawam Street near the house of J. R. Cooley is narrow crooked and indirect wherefore your petitioners pray you to view said road and to widen straighten alter or new locate the same and to discontinue such parts of the old road as may be useless, as by said petition on file will appear

The Commissioners, deeming a view of the premises expedient, appointed Tuesday, the twenty fourth day of November then next, and eleven o'clock in the forenoon, at the house of Elijah D. Allen in Agawam as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk



of the town of Agawam, being the town within which such New location and alterations prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons, interested by causing a copy of said petition to be published three weeks successively in the Springfield Republican a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view.

And on the said twenty fourth day of November the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the same time of said view; and having heard the parties, said Commissioners then were of the opinion that the road described in the petition was a town way, and that they had no jurisdiction over the same and the petition is dismissed.

Henry Fuller	} County Commissioners
Henry F. Brown	
Nelson, D. Parks	

which report being read & considered is accepted, and the aforesaid petition is dismissed



In the County Commissioners for the County of Hampden  
The undersigned inhabitants of the town of Agawam in said County respectfully represent  
That the Road, extending westerly from the  
ferry near the house of Sam<sup>l</sup>. D. Warriner to  
Agawam Street - the western terminus of said  
Road being near the house of J. R. Cooley - is  
narrow, crooked, indirect, and without  
uniformity in width - and your petitioners  
do further represent, that heretofore, to  
wit, in the month of March now last past,  
and at divers other times previous to said  
month of March, - petitions have been  
presented to the Selectmen of the town of  
Agawam aforesaid, in which said  
Road is situate, setting forth that said  
Road was narrow, crooked, indirect, and  
without uniformity, in width, and praying  
the said Selectmen to view said Road,  
and to widen, straighten, alter, or new  
locate the same, to discontinue such parts  
of the old road as might be useless, and  
to take such further action in the premises  
as to them might seem necessary. Yet the  
said Selectmen did, - unreasonably refuse  
and neglect to view said Road, and do  
still refuse and neglect to take any action  
whatever in the premises: wherefore your  
petitioners pray you to view said Road, and  
to widen, straighten, alter, or new locate  
the same, to discontinue such parts of  
the old Road as may be useless, and to  
take such further action in the premises  
as to you may seem necessary and  
expedient, -

Agawam, April 13<sup>th</sup> 1858, Elijah D. Allen & others

The foregoing petition was entered at a  
meeting of the County Commissioners holden  
for said County on the second Tuesday of  
April in the year of our Lord Eighteen Hundred  
and fifty eight. at which meeting, the

Elijah D. Allen & others  
Pet for a new town  
way in Agawam  
5



Commissioners, deeming a view of the premises expedient, appointed Thursday, the twentyseventh day of May then next and nine o'clock in the forenoon, at the house of Elijah D. Allen in Agawam, as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Agawam being the town within which such alterations &c are prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in Agawam said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Republican a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view.

And on the said twenty seventh day of May, the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the further consideration thereof was deferred till the next regular meeting of the Commissioners, held at Springfield aforesaid, on the fourth Tuesday of June then next - at which meeting the parties were heard, and after the hearing, said Commissioners proceed to consider and adjudicate upon the prayer of said petition, and after considering the same, said Commissioners did adjudge that, the Selectmen of Agawam did unreasonably neglect & refuse to view, widen, alter and straighten said road



and that the common convenience and necessity of the Inhabitants of Agawam require that so much of the petition as asks, that said road should be altered, straightened & widened should be granted, as by the report of said view & adjudication on file appears, and said Commissioners thereupon appointed Tuesday the twenty first day of September, then next - and one o'clock in the afternoon, at the house of Elijah D. Allen, in said Agawam as the time and place when and where they would meet and proceed to locate as aforesaid, and the said Commissioners having given notice of the adjudication and the time and place appointed for the location, in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof,) on the said twenty first day of September met and proceeded to locate as follows, viz: Commencing at a point opposite the center of a stone monument, bearing from the South Easterly corner of the foundation or underpinning of the dwelling House occupied by Samuel D. Warriner, South thirty eight degrees & five minutes East, thirty eight  $\frac{6}{10}$  feet distant, then running North Seventy two degrees West six hundred  $\frac{5}{10}$  feet to a point opposite a stone monument, then North Seventy seven  $\frac{1}{5}$  degrees West four hundred and thirty one  $\frac{5}{10}$  feet to a point opposite a stone monument, then North Eighty three degrees, West seven hundred and ninety eight feet to a point opposite a stone monument, then South Eighty nine & a half degrees, West four hundred and fifty eight & a half feet to a point opposite a stone monument, then North Eighty eight & one third degrees, West three hundred and



nine  $\frac{5}{10}$  feet to a point opposite a stone monument, then North Eighty four and one sixth degrees. West three hundred and fifty one  $\frac{5}{10}$  feet to a point opposite a stone monument, Easterly of and near the Dwelling House of Albinus Kirkland.

The lines are run in the center of the location and the stone monument - aforesaid, to mark the terminus & angles of the way, are set on the Northerly or right hand side of the location, at the distance of one and a half rods from the line as run, the townway or road being located three rods wide (as per survey on file)

The County Commissioners having heard all persons and corporations interested in relation to damages who expressed a desire to be heard thereon, considered and adjudged that the following sums be paid by the town of Agawam to the several persons hereafter named in full compensation for all damages which they will sustain by the widening, straightening & altering the aforesaid townway, viz:

To Wilbur Wilson, Thirty six $\frac{92}{100}$ Dollars	\$36.92
" Warriner Heins Seventy one $\frac{20}{100}$ "	71.20
" Samuel D. Warriner, Forty one $\frac{25}{100}$ "	41.25
" Charles A Davis One Hundred "	100.00
" Anna C. Warriner Five "	5.00
" John Welch Fifty Seven $\frac{62}{100}$ "	57.62
" Albinus Kirkland, Thirty eight "	38.00
" Barnabus W. Cooley, Three $\frac{50}{100}$ "	3.50
" Thomas L. Shroop nineteen $\frac{25}{100}$ "	19.25
	<u>\$372.74</u>

And it is ordered that the said town of Agawam cause the road aforesaid which is within the limits of the said town of Agawam to be worked, made, and completed in the most faithful and workmanlike manner, and as follows, to wit: The



said road must be thoroughly ploughed where ploughing is practicable, and be thoroughly cleared of stones, stumps and roots. The top soil, where it is unsuitable for making a hard and permanent road, must be removed out of the traveled way, or may be used in embankment, if it be so placed as not to be within twelve inches of the surface of the road when finished. Where the materials within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least 10 inches of good gravel, or some other good material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of 18 feet for the traveled part of the road.

where the subsoil is sand, the said traveled part of the road, after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick, and afterwards with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its centre to the height of 12 inches. And the traveled part thereof must be worked to the width of 18 feet, exclusive of the side slopes and of the ditches; so that carriages and teams may pass with safety and convenience over any and every part of the 18 feet aforesaid. The said traveled part of the road must be worked in the centre of, and parallel to its location, except near its angles, which must be judiciously -



rounded, so as to render its turnings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations, and the hills or high places must be so cut down and the low places so filled as to render the inclination of the road as favorable as possible. The side ditches, where they are needed, must be constructed entirely without the traveled part of the road of 18 feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty-four degrees, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the centre line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side. Over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty-five degrees; where the materials are loose gravel or sand, the angle must not exceed thirty degrees from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveler; the railing must consist of straight handsome chestnut poles, not less in any part than five inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet



high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from centre to centre.

In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment with the interior or inside thereof, not less than 2 feet within the edge of the slope of the embankment, and without, in any manner obstructing or interfering with said 18 feet for the traveled part of the road.

All bridges must be constructed with substantial, well laid stone abutments, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of 8 inches in addition; except the span of the arch or arches of a bridge, each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank. Whenever a bridge is covered with plank the top of the planking must be at grade, and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty-four feet long, measured at right angles with the direction of the road, and be substantially and properly railed to the height of three feet, and to the width of not less than 18 feet between



The railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner, with good, firm, straight stone sides, or abutments not less than two feet apart, and 18 inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be crowned 8 inches in addition. The owners of land over which said road is located, retains the legal right to construct cattle culverts, or farm bridges across and underneath the road for their accommodation and convenience, provided they do not thereby increase the ascent or descent in the grading of the road, as hereafter described, and construct said culverts or bridges in manner prescribed for the bridge, and the said culverts when placed in must forever after be maintained by such owners, their heirs or assigns, in good repair, and in such condition as to render them safe and convenient for the traveler. In grading the road aforesaid, care must be used in front of any dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said building, in the best shape for placing in a bank wall if the owner of said building shall so elect, otherwise so to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto; provided, - however, when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. whenever an embankment is directed in front of a dwelling-house or other building, it must be constructed



and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be.

Trees that have been planted or reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it.

And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings, intersections or connections therewith, as to render them perfectly safe and convenient for the traveler.

And it is ordered that the term of thirty days be allowed. The several owners over which said alterations be are located to remove their wood, timber fences, trees & crops thereon standing or lying.

And it is further ordered that the said townway or road be worked and made hard, safe and convenient for travelers to pass over with their cattle, horses, teams and carriages and that it be made and completed by the town of Agawam on or before the first day of Nov, A.D. 1859 to the acceptance of the County Commissioners. And it is further ordered that a copy of this adjudication and location of alteration



as aforesaid be transmitted to the Town clerk of the Town of Agawam, there by him to be recorded in said towns Book of Records that said widening, straightening and alterations may forever known as part of said Town way or road

Henry F. Brown }  
Nelson D. Parks } County  
Henry Charles } Commissioners

all of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears, and this petition was continued from meeting to meeting to this meeting - and now said report being read and considered is accepted and the road established as and for a public Town-way. —

William Blodgett & al  
Pet for a new H. way  
& alter & repairs &  
discontinue of H. way  
in Palmer

8

In the County Commissioners for the County of Hampden, The undersigned respectfully represent that the highway leading from the East line of Palmer near the house of Royal E. Blair in Warren to the house of Jonas Blodget in Palmer is hilly and inconvenient for public travel, wherefore your petitioners request your Honors to view said road and make such alterations and specific repairs as public convenience and necessity require or to locate a new road or such portions of a new road between the termini as shall best convene the public travel and to discontinue such portions of the old road as may be rendered useless

William Blodget & others

The foregoing petition was entered at a meeting of the County Commissioners holden for said County on the second Tuesday of April in the year of our Lord Eighteen hundred and fifty eight, at which meeting



The commissioners, deeming a view of the premises expedient, appointed Wednesday, the seventeenth day of July then next and nine o'clock in the forenoon, at the house of William Blodget in Palmer as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Palmer, being the town within which such New Location and alterations are prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in Palmer said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Palmer Journal a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view.

And on the said seventeenth day of July the commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the further consideration thereof was deferred till the next regular meeting of the commissioners, held at Springfield aforesaid, on the first Tuesday of October then next at which meeting the parties were heard, and after the hearing, said commissioners proceed to consider and adjudicate upon the prayer of said petition, and after considering the same, said commissioners



did adjudge that the common convenience and necessity require that an alteration be made by locating a new highway on the southerly side of the present road from a point in said road near the foot of the hill, and a few rods west of the watering trough to a point in said road about ninety rods westerly from the commencement of said alteration and that the remainder of said road between the termini can be so far amended as to supercede the necessity of laying out a new highway or of altering the location of the existing way by making specific repairs thereon. - (as by the report of said view and adjudication on file appears) and this petition was continued to the meeting of the County Commissioners holden at Springfield within and for the County of Hampden on the fourth Tuesday of December in the year our Lord Eighteen Hundred and fifty eight, at which meeting said Commissioners appointed Tuesday the nineteenth day of April then next - and nine o'clock in the forenoon, at the house of William Blodget in said Palmer as the time and place when and where they would meet and proceed to locate said new highway and specific repairs and the said Commissioners having given notice of the adjudication and the time and place appointed for locating said new highway and specific repairs, in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof,) on the said nineteenth day of April met and proceeded to locate as follows - First So much of the highway described in the foregoing petition as is included in the following limits is to be reconstructed, graded and repaired in accordance with



directions hereafter given. viz. —

Commencing at a stake marked No 1 near the house of Jonas Blodget, set on the southerly side of the present traveled path in range of a marked maple tree on the southerly, and a marked rock on the northerly, side of said highway, and extending along said highway northeasterly twelve hundred feet to a stone monument at the commencement of an alteration hereafter described. —

Also commencing at the northerly end of the aforementioned alteration and extending to the line of the town of Warren the same being included in the survey of said alteration

The alteration is located as follows viz: Commencing at a point one rod westerly of the aforementioned stone monument then running North forty eight and three quarter degrees East two hundred and ninety eight feet to a point opposite a stone, then North fifty seven degrees, East two hundred feet to a point opposite a hole drilled in a rock, then North fifty three & a half degrees East two hundred feet to a point opposite a stone, then North fifty six and a half degrees East one hundred and ninety eight feet to a point opposite a stone, then North sixty four degrees East one hundred feet to a point opposite a stone, then North fifty five degrees East ninety eight feet to a point opposite a stone, then North forty eight degrees, East one hundred and ninety eight feet to a point opposite a stone, then North forty nine & one sixth degrees East, one hundred feet to a point opposite a stone, then North thirty nine & a half degrees East three hundred feet to a point opposite a stone, then North



forty five and a half degrees East, one  
 hundred feet to a point opposite a  
 stone. Then North fifty four degrees East  
 fifty feet to a point opposite a stone,  
 then North sixty nine degrees East one  
 hundred feet to a point opposite of  
 and one rod Westerly of a stone, then  
 North seventy three degrees East one  
 hundred feet to a point one and a  
 half rods Westerly of a stone being the  
 center of the location, then North eighty nine  
 degrees and fifty minutes East in the  
 centre of the location to the line between  
 the towns of Palmer & Warren. The lines  
 except for the last two courses are run  
 at the distance of one rod from the  
 Easterly side of the location and the  
 highway is laid three rods wide, the  
 stones named above are the monuments  
 set to mark the termini and angles of  
 the lines of the highway, and are set on  
 the Easterly or right hand side of the  
 same at right angles with the back sights  
 on the lines as run. —

The Commissioners also have laid out as  
 an additional width for materials to  
 construct the aforesaid highway all of  
 the land lying between the new location  
 and the old road described as follows:  
 commencing at a point between monu-  
 -ments N<sup>o</sup> 1 + N<sup>o</sup> 2 and being of the following  
 widths opposite the several monuments  
 measuring at right angles with the back  
 courses, at monument N<sup>o</sup> 2, one rod wide,  
 at N<sup>o</sup> 3 one rod and eleven links, at N<sup>o</sup> 4  
 two rods wide, at N<sup>o</sup> 5 two rods wide  
 at N<sup>o</sup> 6 three rods + five links at N<sup>o</sup> 7  
 three rods and sixteen links, at N<sup>o</sup> 8  
 three rods and five links, at N<sup>o</sup> 9 four  
 rods and eight links at N<sup>o</sup> 10 one rod  
 and terminating in a point between —



No 10 and No 11

The County Commissioners having heard all persons and corporations interested in relation to damages who expressed a desire to be heard thereon consider and adjudge that the sum of one Hundred and Thirty Dollars be paid to the Western Rail Road Corporation. Mortgages of Eli Thayer in possession of the premises in full compensation for all damages they will sustain in consequence of said location, no other person or corporation appearing to claim damages and no other person in the opinion of the Commissioners being entitled to damages none are awarded. -

The several owners of land over which said road is located are allowed until the first day of August next to remove their wood, timber, fences, trees and crops thereon standing.

And it is ordered that the said town of Palmer cause the road aforesaid which is within the limits of the said town of Palmer to be worked, made, and completed in the most faithful and workmanlike manner, and as follows, to wit:

The said road must be thoroughly ploughed, where ploughing is practicable, and be thoroughly cleared of stones, stumps and roots, The top soil, where it is unsuitable for making a hard and permanent road, must be removed out of the traveled way, or may be used in embankment, if it be so placed as not to be within twelve inches of the surface of the road when finished. Where the materials within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy



or clayey character, a top covering of at least 10 inches of good gravel, or some other good material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of 18 feet for the traveled part of the road. Where the subsoil is sand, the said traveled part of the road, after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick, and afterward with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its centre to the height of 12 inches. And the traveled part thereof must be worked to the width of 18 feet, exclusive of the side slopes and of the ditches; so that carriages and teams may pass with safety and convenience over any and every part of the 18 feet aforesaid. The said traveled part of the road must be worked of, and parallel to its location, without any regard to the additional widths laid out for materials in constructing the road, except near its angles, which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches, where they are needed, must be constructed entirely without the traveled part of the road of 18 feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and



a half feet, at an angle of twenty-four degrees, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the centre line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side. Over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills, where the road is made partly by excavation, the road must be crowned, in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the centre, and from thence to the exterior or down-hill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty-five degrees; where the materials are loose gravel or sand, the angle must not exceed thirty degrees from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveller; the railing must consist of straight hard-some chestnut poles, not less in any part than five inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter, and embedded



in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from centre to centre. Where the sides of embankments are constructed or secured with substantial well-laid stone walls, stones two feet high above the face of the road, and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splicings of said railing must be made on the summit or top of some one of the supports aforesaid, by chamfering the joining ends of each of said poles or joist, at least one foot in length, in such manner that the chamfered faces will fit and lie close together, with the iron bolt aforesaid passing directly through the center of said joining or splicing. Or a stone wall built in a substantial and workmanlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment with the interior or inside thereof, not less than 2 feet within the edge of the slope of the embankment, and without, in any manner obstructing or interfering with said 18 feet for the travelled part of the road. Where the sides of embankments are constructed or secured with substantial, well-laid stone walls instead of the earth slopes before mentioned, and



where the materials can be obtained at a reasonable expense this kind of structure will be required. Said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height. The inner face thereof being perpendicular; the road need be worked to no greater width than twenty-four feet on the top or face of the embankment, to furnish a firm support to the railing and the eighteen feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial, well laid stone abutments, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of 8 inches in addition; except the span of the arch or arches of a bridge, each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank. Whenever a bridge is covered with plank the top of the planking must be at grade, and a stick of chestnut timber two inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty-four feet long, measured at right angles with the direction of the road, and be substantially and properly railed to the height of three feet, and to the width of not less than 18 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same



manner, with good, firm, straight stone sides, or abutments not less than two feet apart, and 18 inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be crowned 8 inches in addition. The owners of land over which said road is located, retain the legal right to construct cattle culverts, or farm bridges across and underneath the road for their accommodation and convenience, - provided they do not thereby increase the ascent or descent in the grading of the road, as hereafter described, and construct said culverts or bridges in manner prescribed for the bridge; and the said culverts when placed in must forever after be maintained by such owners, their heirs or assigns, in good repair, and in such condition as to render them safe and convenient for the traveler. In grading the road aforesaid, care must be used in front of any dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said building, in the best shape for placing on a bank wall if the owner of said building shall so elect, otherwise so to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto; provided, however, when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling-house or other building, it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing, (for in such case no railing can be allowed) and in such manner as



to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be. Trees that have been planted or reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it. And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings, intersections or connections therewith, as to render them perfectly safe and convenient for the traveler.

The traveled part of the road must be worked as follows viz: Commencing at Station N<sup>o</sup> 1 near the house of Jonas Blodget and extending twelve Hundred feet to Station N<sup>o</sup> 16 at the commencement of the alteration the increased width ordered must be added on the northerly or left hand side of the present traveled path except at the Northerly end which must be properly joined to the alteration beyond.

From Station N<sup>o</sup> 16 and extending nineteen Hundred + fifty feet to Station N<sup>o</sup> 36 the grade pins are set for the centre of the traveled path and are one rod from the southerly or right hand side of the location as run. —

From Station N<sup>o</sup> 36 and extending one Hundred feet to Station N<sup>o</sup> 37 the center of the traveled path at the commencement is to be one rod and the end one and a half rods from the southerly or right



hand side of the location

From Station N<sup>o</sup> 37 + extending to the line of the town of Warren the traveled path must be worked in the center of the location. And it is ordered that the grading of the aforesaid road be so worked as not in any place to exceed the angles of ascent or descent from a horizontal line hereafter mentioned. The Grade Stakes from Station N<sup>o</sup> 1 aforesaid to Station N<sup>o</sup> 16 are set on the right hand or southerly side of the present traveled path, and the center of said traveled path opposite said stakes is the point of admeasurement for ascertaining the amount of excavation or embankment. — From Station N<sup>o</sup> 16 to Station N<sup>o</sup> 36 the grade pins are set one rod from the said southerly side of the location. And are all driven down to near the surface of the earth and the tops of said pins is the point of admeasurement for ascertaining the amount of excavation and embankment. —

The tops of those pins that are at grade in connection with the line of inclination represent the base of the traveled part of the road, and the crowning of twelve inches required by this order is, in all cases to be considered as placed on or above said line — the admeasurement is given in feet and decimal parts of a foot and said grading is as follows: — Commencing at Station N<sup>o</sup> 1 which is at grade at the center of the present traveled path opposite Station N<sup>o</sup> 2 fill 0.50 ft at Station N<sup>o</sup> 3 fill 0.40. Stations N<sup>o</sup> 4 + 5 are at grade.

at the center of the present traveled path opposite Station N<sup>o</sup> 6 fill 3.45 ft. at N<sup>o</sup> 7 fill 1.71 ft. at N<sup>o</sup> 8 cut 2.41 ft. at N<sup>o</sup> 9 cut 4.15 ft. at N<sup>o</sup> 10 grade. at N<sup>o</sup> 11 fill .05 ft. at N<sup>o</sup> 12 fill 1 ft. at N<sup>o</sup> 13 cut 1 ft. at N<sup>o</sup> 14 cut 1 ft. at N<sup>o</sup> 15 fill 1 ft. — at N<sup>o</sup> 16 cut 3.13 ft. at N<sup>o</sup> 17 fill 1.69 ft. at N<sup>o</sup> 18 fill 0.33 ft. at N<sup>o</sup> 19 fill 0.51 ft.



at No 20 grade. at No 21 cut 1.23 ft. at  
No 22 fill 0.63 ft. at No 23 cut 3.80 ft. at  
No 24 fill 1.27 ft. at No 25 grade. at No 26  
fill 1.89 ft. at No 27 fill 1 ft. at No 28 fill  
1.72 ft. at No 29 cut 0.85 ft. at No 30 grade.  
at No 31 cut 0.68 ft. at No 32 fill 0.62 ft.  
at No 33 fill 0.30 ft. at No 34 fill 0.54 ft.  
at No 35 grade.

The inclination of the road when completed  
is to be as follows viz. From Station  
No 1 to Station No 4 Three degrees ascending,  
from No 4 to Station No 5 nearly level. -  
from Station No 5 to Station No 10 two  
degrees thirty minutes ascending. from  
No 10 to No 11. two degrees fifteen minutes  
descending. from No 11 to No 13 two degrees  
thirty minutes ascending. from No 13 to  
No 15 nearly level. from No 15 to No 20  
forty five minutes ascending. from No 20  
to No 25 forty minutes ascending. from  
No 25 to No 30 twelve minutes ascending  
from No 30 to No 35 fifteen minutes ascending  
from No 35 to Warren line the same as  
the present road.

The culvert near the house of Jonas  
Blodget is to be reconstructed the  
abutments to be not less than three  
feet apart and three feet high in  
the clear. -

A culvert will be required between  
stations No 22 + No 23 and the stone  
on the Easterly end of the abutment  
walls to be securely fastened to the ledge  
with iron bolts.

And it is ordered that the aforesaid  
road be worked in a thorough skilful  
and workmanlike manner and  
made hard safe and convenient for  
travelers to pass over with their  
teams horses and carriages and that  
it be made and completed by the town



of Palmer before the first day of November, A.D., 1859 to the acceptance of the County Commissioners

Henry F. Brown }  
Nelson D. Parks } County  
Henry Charles } Commissioners

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition - fully appears, and this petition was continued from meeting to meeting to this meeting, -

and now said report being read & considered is accepted, and the road and the specific repairs on said road established as & for a public highway

Royal E. Blair & al  
Pet for a new H way  
or alter & repairs of  
H way in Palmer

9

To the County Commissioners for the County of Hampshire, Gentlemen - The undersigned would Humbly Represent, that the Highway leading from West Warren to Ware Village in the County of Hampshire is narrow, Hilly and crooked and inconvenient, wherefore your petitioners request your Honors to view that portion of said Highway, between Warren line and Ware line, making the termini on said lines at any place, or places, where it may be the best, to accommodate the other Counties, to meet to make the best road that public convenience and necessity require and to make such alterations and repairs as you may think proper, or to locate a new road, or such portions of a new Highway, as may best promote the public travel, and to discontinue such portions of the old Highway, as may be rendered useless. -

Royal E. Blair & others

The foregoing petition was entered at a meeting of the County Commissioners holden



for said County on the fourth Tuesday of June  
in the year of our Lord Eighteen Hundred and  
fifty eight, at which meeting the Commissioners  
deeming a view of the premises expedient  
and proper, gave notice that they would  
meet for the purpose of said view, at the  
dwelling house of Asenath Shaw in Palmer  
on Tuesday the twenty sixth day of October  
next, at nine o'clock, A. M.; and it was  
ordered by the County Commissioners that a  
copy of said petition be served by the  
Sheriff of said County or his Deputy, upon  
the Clerk of the town of Palmer in said  
County, thirty days, at least, before the said  
26<sup>th</sup> day of October - and that all other  
persons and corporations interested therein  
be notified, by publishing a copy of said  
petition and this order thereon, in the  
Springfield Republican, a public newspaper  
printed in said County, three weeks success-  
-ively, the last publication to be fourteen days  
at least before the time of said view.

And it was further ordered by the Comm-  
-issioners, that copies of said petition, or  
abstracts containing the substance thereof  
and this order, be posted up by said  
Sheriff or Deputy, in two public places  
in the town of Palmer - fourteen days before  
said 26<sup>th</sup> day of October and that notice  
be given in manner aforesaid to all persons  
and corporations interested, that the County  
Commissioners deem a view of the premises  
expedient and proper, and that a view  
of the same would be taken by them at the  
time and place aforesaid.

And this petition was continued from meeting  
to meeting to this meeting, and the Sheriff  
of said County in pursuance of said order  
makes his return as follows

Hampden Co., September 21<sup>st</sup> 1858

I have delivered an attested copy of the



within order & notice to the Town Clerk of  
Palmer - and on the twenty ninth day of  
the same September posted an attested  
of the within at O. F. Packards Store and on the  
first day of October of the same year posted  
an attested of the within order & motion  
at the post office in Palmer

J. S. Hills

Deputy Sheriff

And now the Commissioners make their  
report in writing as follows. -

Commonwealth of Massachusetts  
Hampden, ss.

At a meeting of the County Commissioners  
of the County of Hampden, held at Springfield,  
in said County, on the fourth Tuesday of June  
in the year of our Lord eighteen hundred and  
fifty eight. -

On the petition of Royal E. Blair and others  
then presented to said Commissioners, representing  
and setting forth that the highway leading  
from West Warren to Ware Village in the  
County of Hampshire is narrow, hilly and  
crooked and inconvenient. - wherefore your  
petitioners request your honors to view  
that portion of said highway between Warren  
line and Ware line making the termini  
on said lines at any place or places, where  
it may be the best to accommodate the  
other Counties to meet, to make the best  
road that public convenience and necessity  
require and to make such alterations  
and repairs as you may think proper,  
or to locate a new road or such portions  
of a new highway as may best promote  
the public travel, and to discontinue  
such portions of the old highway as may be  
rendered useless.

as by said petition on file will appear.  
The Commissioners, deeming a view of  
the premises expedient, appointed Tuesday



the twenty sixth day of October then next and nine o'clock in the forenoon, at the house of Adenath Shaw in Palmer as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Palmer, being the town within which such Highway alterations are prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in Palmer said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Republican a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view.

And on the said 26<sup>th</sup> day of October the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the same time of said view; and having heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said Commissioners did then and there adjudge that common convenience and necessity do not require that the prayer of the petitioners be granted & the same is dismissed with costs taxed at \$42.95

Henry Fuller }  
Henry F. Brown } County  
Nelson, D. Parke } Commissioners



which report being read & considered is accepted, and the aforesaid petition is dismissed with costs taxed at forty two dollars and ninety five cents

Selectmen of Blandford  
Pet for alter. of grade  
of H. way in  
Blandford

11

In the County Commissioners for the County of Hampden, we the undersigned, a majority of the Selectmen of Blandford, do hereby respectfully represent that, whereas on the petition of Jas Stewart & others, that the order issued by the County Commissioners on said petition, dated "4<sup>th</sup> Tuesday of December. A.D. 1857" is in some parts unsuitable, as regards the grade of the road bed, especially the northerly portion of the same; commencing at the most Northerly bridge on said road across Gibbs brook, thence Northerly to the point of intersection with the old county road, (it being the northern terminus of said petition) and we further show, that, to comply with said order requires an unnecessary expenditure of money, and that the public wants do not require the same; therefore we pray your Honorable Board, after due proceedings had, to make such alterations in the grade of the road bed as you may, deem just and proper, -

Blandford Nov 29<sup>th</sup> 1858

C. W. Shepard } Selectmen  
Eli Osborn } Blandford

The foregoing petition was entered at a meeting of the County Commissioners holden for said County on the fourth Tuesday of December in the year of our Lord Eighteen hundred and fifty eight, at which meeting the Commissioners deeming a view of the premises expedient and proper, gave notice that they would meet for the purpose of said view, at the dwelling house of Clark



Nye in Blandford on Tuesday the fifth day of April next, at one o'clock, P. M.; and it was ordered by the County Commissioners that a copy of said petition be served by the Sheriff of said County or his Deputy, upon the clerk of the town of Blandford in said County, thirty days, at least, before the said fifth day of April and that all other persons and corporations interested therein be notified, by publishing a copy of said petition and this order thereon, in the Westfield News Letter a public newspaper printed in said County, three weeks successively, the last publication to be fourteen days at least before the time of said view. And it was further ordered by the Commissioners, that copies of said petition or abstracts containing the substance thereof and this order, be posted up by said Sheriff or Deputy, in two public places in the town of Blandford fourteen days before said fifth day of April and that notice be given in manner aforesaid to all persons and corporations interested, that the County Commissioners deem a view of the premises expedient and proper, and that a view of the same would be taken by them at the time and place aforesaid.

And this petition was continued from meeting to meeting to this meeting, and the Sheriff of said County in pursuance of said order makes his return as follows. —

Hampden S.D. Feb 23<sup>d</sup> 1859

I this day served the within precept by delivering an attested copy of the petition & order thereon into the hand of Mr Lewis the town clerk of Blandford & posted a like copy at the central Hotel in Blandford, & at the store of L. B. Shepard in Blandford.

L. Bush, D. Sheriff.



and now the commissioners make their report in writing as follows —

Commonwealth of Massachusetts  
Hampden. ss.

At a meeting of the County Commissioners of the County of Hampden, held at Springfield, in said County, on the fourth Tuesday of December in the year of our Lord eighteen hundred and fifty eight.

on the petition of Selectmen of Blandford then presented to said Commissioners, representing and setting forth that whereas on the petition of James Stewart and others that the order issued by the County Commissioners on said petition dated fourth Tuesday of December A.D. 1854 is in some parts unsuitable, as regards the grade of the road bed: especially the northerly portion of the same: commencing at the most northerly bridge on said road across Gibbs brook, thence northerly to the point of intersection with the old County road (it being the northern terminus of said petition) and we further show that to comply with said order requires an unnecessary expenditure of money, and that the public wants do not require the same therefore we pray your honorable board after due proceedings, to make such alterations in the grade of the road bed as you may deem just and proper — as by said petition on file will appear.

The Commissioners, deeming a view of the premises expedient, appointed Tuesday, the fifth day of April then next and one o'clock in the afternoon, at the house of Clark Nye in Blandford as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Blandford being the town within which such alteration is prayed for, thirty days at least before the time appointed for said view; and also caused



abstracts of said petition, containing the substance thereof, to be posted in two public places in Blandford said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Westfield News Letter, a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said fifth day of April the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the same time of said view; and having heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said Commissioners did then and there adjudge that common convenience and necessity require that the prayer of the petition should be granted, and at the time of the view no person interested having objected the Commissioners proceeded to locate the grade or inclination of said highway as follow viz;

Commencing at the top of the plankings on the northerly side of said Bridge & extending northerly, one Hundred and fifty feet the grade or inclination of the road is to be four and one half degrees ascending.

Also commencing Six Hundred & fifty feet from said Bridge and extending



northwesterly Five Hundred feet the grade is to be four and one half degrees ascending No person appearing to claim damages on account of said change in the inclination of the road - and no person in the opinion of the Commissioners being entitled to damage none are awarded. -

And it is ordered that the said highway between the termini named in the petition be worked and made hard safe and convenient for travelers to pass over with their cattle, horses, teams and carriages and that it be made and completed by the by the town of Blandford on or before the first day of August. A. D. 1859 to the acceptance of the County Commissioners

Henry F. Brown } County  
Nelson D. Parks } Commissioners  
Henry Charles }

which report being read & considered <sup>aforsaid specific repairs on said</sup> is accepted and the road established as & for a public highway.

Saml. L. Merrick & Co  
Pet for alter & discontinuance  
of H. Way in Springfield  
Wilbraham and Monson

17

To the County Commissioners of the County of Hampden. The undersigned citizens of Wilbraham in said County, respectfully represent that the highway leading from Benton Hollow so called, in Springfield, by Brewers Corner and S. B. Bliss store in Wilbraham to Cotton Hollow so called in Monson is circuitous andilly and especially that part of the said highway leading from the house of Prainard; J. Brewer in said Wilbraham to the top of the mountain so called. They therefore respectfully request that you will view the said highway at your earliest convenience and make and alteration commencing at the bend in the said highway opposite the said Brewers house and extending on, or nearly on a



straight line with the street road in  
said Wilbraham to said Brewers and  
past the north side of Pliny Merricks  
small barn situated in the said Merricks  
large mowing lot. So called, to a point  
at or near the North west corner of  
James Merricks pasture lot; thence easterly  
on the line of the old mountain road,  
so called until it intersects the road  
leading past the said Brewers house;  
and your petitioners further request  
that you will order such part of the  
existing highway leading from the said  
Brewers to its intersection with the old  
mountain road so called to be -  
discontinued as the location of the above  
proposed road may require; and that  
you will make all further alterations and  
order such specific repairs in the said  
highway as may seem to your honorable  
board best adapted to meet the necessity  
and convenience of the public good, and  
for this your petitioners will ever pray  
Samuel H. Merrick & others

The foregoing petition was entered  
at a meeting of the County Commissioners  
holden for said County on the second  
Tuesday of April in the year of our  
Lord Eighteen hundred and fifty  
nine, at which meeting the commissioners  
deeming a view of the premises expedient  
and proper, gave notice that they would  
meet for the purpose of said view,  
at the Court House in Springfield  
on Monday the twenty seventh day  
of June next, at ten o'clock, A.M.; and  
it was ordered by the County Commissioners  
that a copy of said petition be served  
by the Sheriff of said County or his Deputy,  
upon the clerks of the towns of Wilbraham  
Monson & City clerk of Springfield in



Said County, thirty days, at least, before the said twenty seventh day of June, and that all other persons and corporations interested therein be notified, by publishing a copy of said petition and this order thereon, in the Springfield Republican a public newspaper printed in said County, three weeks successively the last publication to be fourteen days at least before the time of said view. And it was further ordered by the Commissioners, that copies of said petition, or abstracts containing the substance thereof and this order, be posted up by said Sheriff or Deputy, in two public places in the towns of Wilbraham, Monson and City of Springfield fourteen days before said twenty seventh day of June and that notice be given in manner aforesaid to all persons and corporations interested, that the County Commissioners deem a view of the premises expedient and proper, and that a view of the same will be taken by them at the time and place aforesaid. And this petition was continued to this meeting. and the Sheriff of said County in pursuance of said order makes his return as follows

Hampden Co. June 6<sup>th</sup> 1859

I have served true and attested copies of the within petition & order on the several clerks within mentioned and posted copies as within directed to wit. I delivered a copy to the City clerk of Springfield. May twenty sixth and left copies with the clerks of Monson and Wilbraham May 27 and posted two copies in the City of Springfield and town of Wilbraham. May 27<sup>th</sup> and posted copies in two public places in the town of Monson June 6<sup>th</sup> as within directed

J. S. Hills, Deputy Sheriff

And now the Commissioners make their



report in writing as follows. —

Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners of the County of Hampden, held at Springfield, in said County, on the 2<sup>d</sup> Tuesday of April in the year of our Lord eighteen hundred and fifty nine  
on the petition of Samuel H. Merrick and others then presented to said Commissioners, representing and setting forth that the highway leading from Benton Hollow so called in Springfield by Brewers Corner and S. B. Bliss Store in Wilbraham to Cotton Hollow so called in Monson is circuitous and hilly and especially that part of the said (road) leading from the house of Brainard J. Brewer in said Wilbraham to the top of the mountain so called. They therefore respectfully request that you will view the said highway at your earliest convenience and make an alteration commencing at the bend in the said highway opposite the said Brewers house and extending on or nearly on a straight (line) with the street road in Wilbraham to said Brewers, and past the North Side of Henry Merricks small barn, situated in the said Merricks large mowing lot, so called, to a point at or near the North West corner of James Merricks pasture lot. Thence Easterly on the line of the old mountain so called until it intersects the road, leading past the said Brewers house. and your petitioner further request that you will order such parts of the existing highway leading from the said Brewers to its intersection with the old mountain road so called to be discontinued as the location of the above proposed road may require, and that you will make all further alterations, and order



Such specific repairs in the said highway as may seem to your honorable board best adapted to meet the necessity and convenience of the public good, and for this your petitioners will ever pray, — as by said petition on file will appear.

The commissioners, deeming a view of the premises expedient, appointed Monday, the twenty seventh day of June then next and two o'clock in the forenoon, at the Court House in Springfield — as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerks of the town of Milbraham & monson & upon the city clerk of Springfield being the towns within which such Highway & alteration is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said towns; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Republican a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view.

And on the said twenty seventh day of June the commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the commissioners then determined to hear the parties at the same time of said view; and having heard the parties, said



Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said Commissioners did there and there adjudge that common convenience and necessity do not require. That the prayer of the petition should be granted and the same is dismissed with costs taxed at \$ 38.85

Henry F. Brown	}	County Commissioners
Nelson D. Parks		
Henry Charles		

Which report being read + considered is accepted, and the aforesaid petition is dismissed with costs taxed at Thirty eight dollars and eighty five cents.

The County Treasurer is authorized to borrow five thousand dollars at the Chicopee Bank in anticipation of the collection of the County tax, and to give the note of the County therefor

William B. Miller is appointed Physician at the Jail and House of Correction for the year ensuing. The salary of the physician for attendance and medicine is established at one hundred dollars a year

Benjamin A. Burley is allowed one hundred dollars and twenty nine cents for damages to land taken in the specific repairs of a highway on the petition of Cyrus Knox and others - the same being omitted in the report of Location. — \$100.29



\$2951.43

Sundry accounts against the County being now presented for allowance the same amounting to the sum of two thousand nine hundred and fifty one dollars and forty three cents are allowed and ordered to be paid from the County treasury

June 28. 1859. Scott W. Mallory is licensed as an inn holder + common victualler in the Flour Mill House Westfield

The following persons are allowed the sums set against their names in full for damages to land taken for highways and the same amounting to the sum of two hundred dollars and twenty nine cents are allowed and ordered to be paid from the County treasury

on Petition of Cyrus Knox & al	
Nathan Knowlton	\$50.00
" Petition of Rufus Brown & al	
Sylvester Miller	10.00
" Petition of Isaac Brewer	
Daniel Brewer	10.00
" Petition of Hinsdale Smith	
R. Kellogg	30.00
" Petition of Cyrus Knox & al (aug 23)	
Burley pay to Sarius Shaw	<u>100.29</u>
	\$200.29

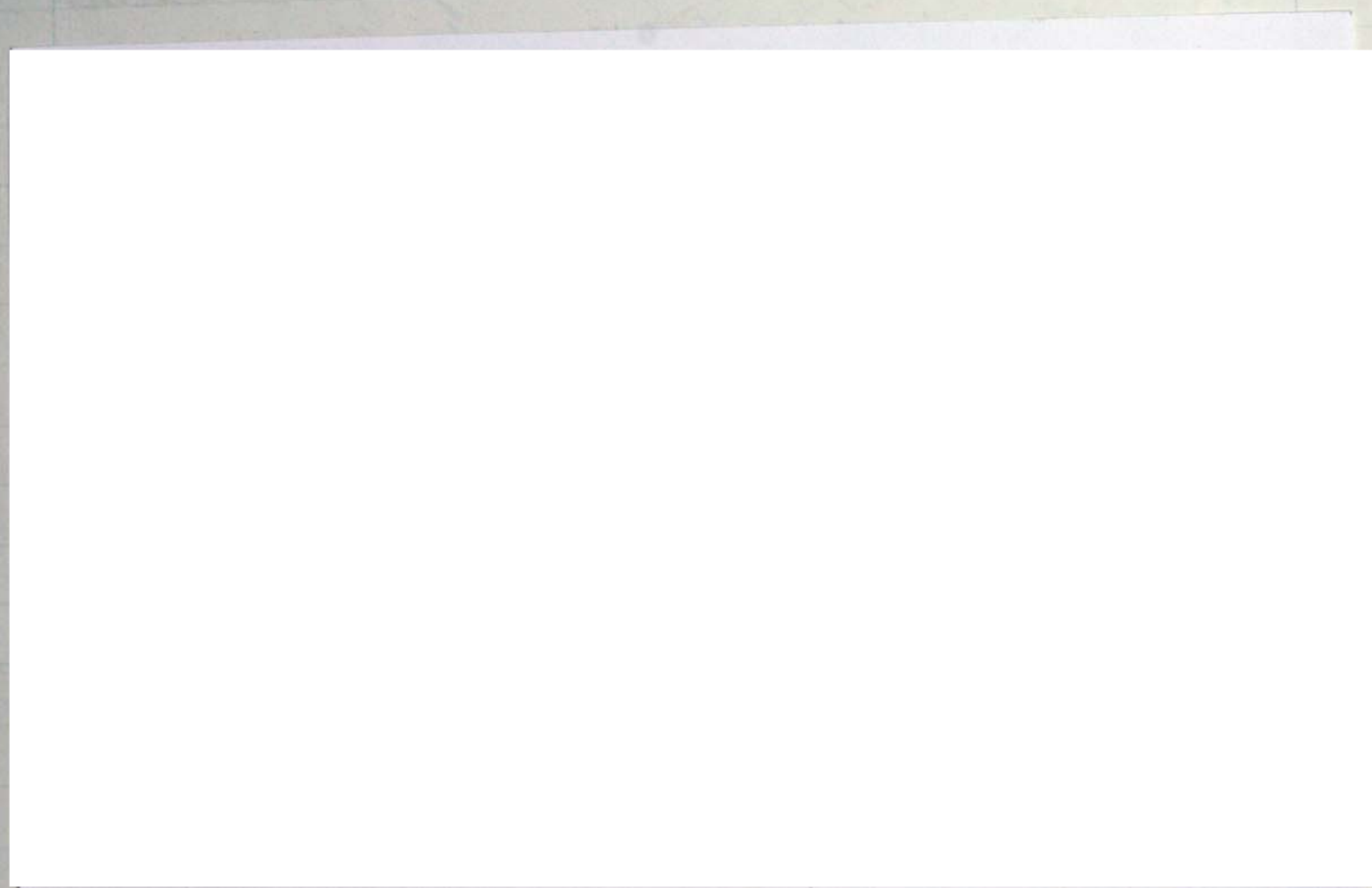
Hampden. sp. September 23<sup>d</sup> 1859

Judgment is entered up according to reports &c and all matters not acted upon are ordered to be continued and this meeting is adjourned without day

Attest

Wm B. Morris Clerk







Commonwealth of Massachusetts  
Hampden, Ss.

At a meeting of the County Commissioners begun and holden at Springfield, within and for the County of Hampden on the first Tuesday of October being the fourth day of said month to the fifth day of said month and by adjournment on the eighteenth day of said month and by adjournment on the twentieth day of said month and by adjournment on the twentieth day of November, and by adjournment on the twenty eighth day of November, and from day to day to the second day of December and by adjournment on the fifth day of said month of December to the seventh day of said month of December in the year of our Lord one thousand eight hundred and fifty nine in the year of our Lord one thousand eight hundred and fifty nine.

Present, Henry F. Brown Esquire	} County Commissioners
Nelson D. Parks "	
Henry Charles "	

Noah Wolcott Esq. to the County Commissioners for the  
Pet for a disincorporation of  
H. May in Holyoke  
2

In the County of Hampden, I the undersigned respectfully represent that the highway, located in Holyoke, on the Petition of Lyman Goodyear and others by the County Commissioners, has not been worked, that the Public interest and convenience does not demand the working of the same. - But that public necessity interest and convenience, does require that a highway should be built, on or near the line of a highway, located in said Holyoke, by the County Commis-



=ioners, on the petition of Noah Wolcott and others: to commence at some point at or near the house of John Ashley - then through lands of said Ashley. - Allen Wolcott and others to terminate at some point on the West side of the river Road - between the house of Russell Ely and the Brick Church. - your petitioners therefore pray that your Honorable board will view the premises and that the highway located on the Petition of said Goodyear, as aforesaid may be discontinued and that you will locate a highway to lead from near the house of said Ashley to the River road as aforesaid, and that such action may be had thereon as to your board shall seem advisable and the public interest require  
Holyoke April 10<sup>th</sup> 1857.

Noah Wolcott + others

The foregoing petition was entered at a meeting of the County Commissioners, holden for said County on the Second Tuesday of April in the year of our Lord Eighteen hundred and fifty seven, at which meeting the Commissioners, deeming a view of the premises expedient and proper, gave notice that they would meet for the purpose of said view, at the dwelling house of John Ashley in Holyoke on Tuesday the ninth day of June next, at Ten o'clock, A. M.; and it was ordered by the County Commissioners that a copy of said petition be served by the Sheriff of said County or his Deputy, upon the clerk of the Town of Holyoke in said County, thirty days, at least, before the said ninth day of June and that all other persons and corporations interested therein be notified, by publishing a



copy of said petition and this order thereon, in the Springfield Republican a public newspaper printed in said County, three weeks successively, the last publication to be fourteen days at least before the time of said view. And it was further ordered by the Commissioners, that copies of said petition, or abstracts containing the substance thereof and this order, be posted up by said Sheriff or Deputy, in two public places in the town of Holyoke fourteen days before said ninth day of June and that notice be given in manner aforesaid to all persons and corporations interested, that the County Commissioners deem a view of the premises expedient and proper, and that a view of the same would be taken by them at the time and place aforesaid.

And this petition was continued from meeting to meeting to this meeting, and the Sheriff of said County in pursuance of said order makes his return as follows. -

Hampden Co. May 4<sup>th</sup> 1857

By virtue of the within petition and order, I have served an attested copy of the within Petition and order as within directed upon the town clerk of the town of Holyoke as within directed, also on the same fourth day of May. I posted up two attested copies of the within Petition and order in two public places in the town of Holyoke as within directed more than 14 days before the 9<sup>th</sup> day of June

R. G. Marsh } Sheriff

And now the Commissioners make their report in writing as follows

Commonwealth of Massachusetts,  
Hampden Co.

At a meeting of the County Commissioners of the County of Hampden, held at Springfield,



in said County, on the 2<sup>d</sup> Tuesday of April in the year of our Lord eighteen hundred and fifty seven.

On the petition of Noah Wolcott & others then presented to said Commissioners, representing and setting forth that the highway located in Holyoke on the petition of Lyman Goodyear & others by the County Commissioners has not been worked, that the public interest & convenience does not demand the working of the same. But that public necessity interest and convenience does require that a highway should be built on or near the line of a highway located in said Holyoke by the County Commissioners on the petition of Noah Wolcott & others to commence at some point at or near the house of John Ashley then through land of said Ashley, Allen Wolcott & others to terminate at some point on the West side of the River Road between the house of Russel Ely & the Brick Church. Your petitioners therefore pray that your honorable board will view the premises and that the highway located on the petition of said Goodyear as aforesaid may be discontinued and that you will locate a highway to lead from near the house of said Ashley to the river road as aforesaid and that such action may be had thereon as to your board shall seem advisable and the public interest require. — as by said petition on file will appear.

The Commissioners, deeming a view of the premises expedient, appointed Tuesday, the ninth day of June then next and ten o'clock in the forenoon, at the house of John Ashley in Holyoke as the time and place for viewing the premises; and caused a copy of said petition to



be served upon the clerk of the town of Holyoke being the town within which such Highway and discontinuance is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in Holyoke said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Republican a newspaper published in said county, said posting and the last publication of said copy having been - fourteen days at least before the time appointed for said view; and before said view was had, said commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view.

And on the said ninth day of June the commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same, the commissioners then determined to hear the parties at the same time of said view; and having heard the parties, said commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said commissioners did then and there adjudge that common convenience and necessity do not require, that the prayer of the petition should be granted and the same is dismissed without costs

Henry F. Brown } County  
Nelson D. Parke } Commissioners

which report being read & considered is accepted, and the aforesaid petition is dismissed without costs.



Commonwealth of Massachusetts  
Hampden. ss.

Jacob B Merrick & also

Pet for widening, straightening

At a meeting of the County Commissioners ending + N. Highway in  
of the County of Hampden, held at Springfield, Palmer  
in said County, on the second Tuesday of  
April in the year of our Lord eighteen  
hundred and fifty nine. —

15

On the petition of Jacob B. Merrick and  
others then presented to said Commissioners,  
representing and setting forth that the  
highway leading from the main street  
in Palmer Depot village through the Backus  
Quarry to the County Road leading from  
Thorndike village to Three Rivers village  
near the house of George Moore is narrow  
and crooked and asking that said  
road may be widened and straightened  
or a new highway located between the  
termini — as by said petition on file  
will appear.

The Commissioners, deeming a view of  
the premises expedient, appointed Tuesday,  
the twenty first day of June then next  
and one o'clock in the afternoon, at the  
Antique House in Palmer as the time  
and place for viewing the premises; and  
caused a copy of said petition to be  
served upon the clerk of the town of Palmer,  
being the town within which such  
Highway & alterations are prayed for,  
thirty days at least before the time  
appointed for said view; and also  
caused abstracts of said petition, con-  
taining the substance thereof, to be posted  
in two public places in Palmer said  
town; and also gave notice to all persons  
interested by causing a copy of said  
petition to be published three weeks  
successively in the Palmer Journal  
a newspaper published in said County,  
said posting and the last publication



of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view.

And on the said twenty first day of June the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the further consideration thereof was deferred till the next regular meeting of the Commissioners, held at Springfield aforesaid, on the fourth Tuesday of June then next at which meeting the parties were heard, and after the hearing, said Commissioners proceed to consider and adjudicate upon the prayer of said petition, and after considering the same, said Commissioners did adjudge that common convenience and necessity does not require the location of a new highway but that the existing highway between the termini mentioned in the petition can be so far amended by specific repairs as to supersede the necessity of laying a new highway or of making alterations in the present way and after adjudicating as aforesaid, said Commissioners appointed Thursday the tenth day of November then next and nine o'clock in the forenoon, at the Antique House in said Palmer as the time and place when and where they would meet and proceed to locate said Specific Repairs, and the said Commissioners having given notice of the adjudication and the time and place appointed for locating said Specific Repairs in the same manner as the notice and publication was given



and made, and as is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof) on the said tenth day of November met and proceeded to locate specific repairs on the following described parts of said highway, viz:-

— Commencing near the dwelling house of Liny M<sup>c</sup> Master at Station No. 1 opposite and in range of the southerly end of the House of said M<sup>c</sup> Master in Palmer and extending southerly along said highway - eight hundred feet to Station No. 9.

Also Commencing northerly of the dwelling house of said M<sup>c</sup> Master in Palmer at Station No. 1. and extending northerly eight hundred feet to Station No. 9, which is at a point opposite a rock marked X on the westerly side of the road near the top of the hill

And it is ordered that so much of the highway as is included in the foregoing limits be reconstructed graded and repaired in accordance with directions hereafter given

And it is also ordered that all other portions of said road embraced in the petition where the materials within the present traveled part of the same are unsuitable for making a hard and durable road a top covering of at least ten inches of good gravel or some other good material (the best that can be obtained in the vicinity whether within or without the location of the road) will be required to be applied according to the printed specifications hereafter given. — And now it is ordered that the said town of Palmer cause the road aforesaid which is within the limits of the said town of



Palmer to be worked, made, and completed in the most faithful and workmanlike manner, and as follows, to wit: The said road must be thoroughly ploughed, where ploughing is practicable, and be thoroughly cleared of stones, stumps and roots. The top soil, where it is unsuitable for making a hard and permanent road, must be removed out of the traveled way, or may be used in embankment, if it be so placed as not to be within twelve inches of the surface of the road when finished.

Where the materials within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least 10 inches of good gravel, or some other good material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of 20 feet for the traveled part of the road.

Where the subsoil is sand, the said traveled part of the road, after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick, and afterward with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its centre to the height of 15 inches. And the traveled part thereof must be worked to the width of 20 feet, exclusive of the side slope and of the ditches; so that carriages and teams may pass with safety and convenience over any and every part of the 20 feet aforesaid.



The said traveled part of the road must be worked in the centre of, and parallel to its location, without any regard to the additional widths laid out for materials in constructing the road, except near its angles, which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned.

The side ditches, where they are needed, must be constructed entirely without the traveled part of the road of 20 feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty-four degrees, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the centre line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side.

Over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed.

On the side of hills, where the road is made partly by embankment and



partly by excavation, the road must be crowned, in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the centre, and from thence to the exterior or down-hill side must be made nearly or quite level.

All side of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty-five degrees; where the materials are loose gravel or sand, the angle must not exceed thirty degree from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed. Where railing is necessary for the safety and convenience of the traveller; the railing must consist of straight handsome chestnut poles, not less in any part than five inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from centre to centre. Where the sides of embankments are constructed or secured with substantial well-laid stone walls, stones two feet high above the face of the road, and not less than <sup>inches</sup> eighteen in diameter at their base may be substituted for the stone posts aforesaid.

All joinings or splicings of said railing must be made on the summit or top of some one of the stone supports aforesaid by chamfering the joining ends of each of said poles or joist, at least one foot in length, in such manner that the chamfered faces will fit and lie close together, with the



iron bolt aforesaid passing directly through the center of said joining or splicing. or a stone wall built in a substantial and workmanlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid.

In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment with the interior or inside thereof, not less than 2 feet within the edge of the slope of the embankment, and without, in any manner obstructing or interfering with said twenty feet for the travelled part of the road.

Where the sides of embankments are constructed, or secured with substantial, well-laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense this kind of structure will be required,) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular; the road need be worked to no greater width than twenty-four feet on the top or face of the embankment, to furnish a firm support to the railing and and the twenty feet clear of all obstructions for the traveled part of the road as aforesaid.

All bridges must be constructed with substantial, well laid stone abutments, and be covered with the same material, with a top covering of not less than twelve



inches of good gravel or some other good material, and a crowning of the road of 8 inches in addition; except the span of the arch or arches of a bridge, each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank.

Whenever a bridge is covered with plank the top of the planking must be at grade, and a stick of chestnut timber two inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty-four feet long, measured at right angles with the direction of the road, and be substantially and properly railed to the height of three feet, and to the width of not less than 20 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner, with good, firm, straight stone sides, or abutments not less than two feet apart, and 18 inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be crowned 8 inches in addition. The owners of land over which said road is located, retain the legal right to construct cattle culverts, or farm bridges across and underneath the road for their accommodation and convenience, - provided they do not thereby increase the ascent or descent in the grading of the road, as hereafter described, and construct said culverts or bridges in manner prescribed for the bridges and the said culverts when



placed in must forever after be maintained by such owners. Their heirs or assigns, in good repair, and in such condition as to render them safe and convenient for the traveler. In grading the road aforesaid, care must be used in front of any dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said building, in the best shape for placing in a bank wall if the owner of said building shall so elect, otherwise so to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto; provided, however, when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling-house or other building, it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing, (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be.

Trees that have been planted or reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it.

And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised or



lowered and so widened at the points of their said crossings, intersections or connections therewith, as to render them perfectly safe and convenient for the traveler.

And it is further ordered that the grading of the parts of the road aforesaid which lies within the town of Palmers be so worked as not in any place to exceed the angles of ascent or descent from a horizontal line hereafter mentioned.

The grade stakes are all set on the side of the present traveled path and the centre of said traveled path opposite said stakes is the point of admeasurement for ascertaining the amount of excavation or embankment the surface of the road that is at grade in connection with the line of inclination represents the base line of the traveled part of the road and the crowning of fifteen inches required by this order is in all cases to be considered as placed on or above said line the admeasurement is given in feet and decimal parts of a foot and said grading is as follows to wit: Commencing at a point opposite of and fifty feet southerly of the range of the southerly end of the House of Levy Mc Master between Stations No. 1. and No. 2 at grade, at No. 2 fill 1.98 ft. at No. 3 fill 4.23 ft. at No. 4. fill 1.72 ft. at No. 5 cut 1.53 ft. at No. 6 cut 1.11 ft. at No. 7 cut 3.08 at No. 8. cut 0.5 ft. at No. 9. grade. The inclination of this part of the road when completed is to be as follows viz. - from a point midway between Station No. 1. and No. 2. to No. 8 Two degrees.

Also commencing Northerly of the dwelling house of said Mc Master at Stake No. 1. at grade, at No. 2. fill 1.03 ft. at No. 3. cut 1.16 No. 4. grade, No. 5. grade, at No. 6 fill 2.24 ft. at No. 7 fill 1.72, at No. 8 and No. 9. grade. The inclination of this part of the road when



completed is to be as follows, viz - From  
Station No. 1. to No. 4. Two degrees and  
fifteen minutes from No. 4. to No. 5. Two  
degrees from No. 5. to a point fifty feet  
Northwesterly of No. 7. Three degrees and ten  
minutes and from said point to Station  
No. 9. Two degrees and ten minutes. -  
The bridge across the brook near the  
house of Sivy Mc Master must be three  
feet wide by two and a half feet high  
in the clear.

No person appearing to claim damage  
and in the opinion of the County Commissioners  
no person or corporation are entitled to  
receive damage on account of said  
specific repairs none are awarded. -  
And it is ordered that said specific  
Repairs be worked in a thorough skillful  
and workmanlike manner - and the  
road made hard safe and convenient  
for travelers to pass over with their  
teams horses and carriages and that  
it be made and completed by the  
town of Palmer on or before the first  
day of July A.D. 1860.

In the acceptance of the County Commissioners  
Henry J. Brown }  
Nelson D. Parks } County  
Henry Charles } Commissioners

All of which by the report of said  
Commissioners, filed among the proceedings  
on the aforesaid petition. fully appear  
and this petition was continued to  
this meeting, and now said report  
being read and considered is accepted  
and the specific repairs ordered on the  
aforesaid road established as and for  
a public highway. -



Joseph Lazell &c Hampden, S.S.

Pet for New road  
alterations, grading  
& discontinu of H Way  
in Chester & Blandford

21

At a meeting of the County Commissioners of the County of Hampden, held at Springfield, in said County, on the Fourth Tuesday of June in the year of our Lord eighteen hundred and fifty,

on the petition of Joseph Lazell and others there presented to said Commissioners, representing and setting forth that the undersigned inhabitants, and legal voters of the Towns of Blandford and Chester in said County do respectfully represent, that the present Road leading from the village of North Blandford to Chester Factories in said County is narrow circuitous hilly and bad about drifting with snow in winter season, & that the Public good Requires that a new Road should be laid - Commencing at or near the village of North Blandford and terminating or intersecting the present Road near the Bridge below Erastus Wrights. We therefore request your honorable Board to view said route, and also make such alterations on the old Road from or near said Bridge to Chester Factories, either by laying pieces of new Road or by grading the present Road and by discontinuing such Roads or pieces of Road as the convenience and public good may require - As by said petition on file will appear.

The Commissioners, deeming a view of the premises expedient, appointed Wednesday, the twenty fourth day of August there next - and nine o'clock in the forenoon, at the house of Joseph Lazell in Chester as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Chester & Blandford being the towns within which such Highway and alterations prayed for, thirty days at least



before the time appointed for said view; and, also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said towns; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Republican a newspaper published in said County. Said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view.

And on the said twenty fourth day of August the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the same time of said view; and having heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said Commissioners did then and there adjudge that, common convenience and necessity do not require, that the prayer of the petition should be granted and the same is dismissed with costs taxed at twenty dollars.

Henry F. Brown } County  
Nelson D. Parks } Commissioners  
Henry Charles }

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition - fully appears; and this petition was continued to this meeting, and the aforesaid report being read & considered is accepted.



and the aforesaid petition is dismissed with costs, taxed at Twenty dollars.—

Henry G. Allen &c  
Pet for New Highway in  
Blandford

22

Commonwealth of Massachusetts  
Hampden, ss.

At a meeting of the County Commissioners of the County of Hampden, held at Springfield, in said County, on the first Tuesday of October in the year of our Lord eighteen hundred and fifty nine.

On the petition of Henry G. Allen and others then presented to said Commissioners, — representing and setting forth that, — The undersigned citizens of Blandford and vicinity would respectfully represent that the public convenience and necessity require the location and construction of a road commencing at the Northerly terminus of the road located on petition of James Stewart and others, in said Blandford, thence running in a north westerly direction, and terminating at a point on the old Becket <sup>road</sup>, near the Wheaton corner so called. — Your petitioners would therefore ask your Hon. board to view the route and take such action in the matter as you may think just and proper.

as by said petition on file will appear. The Commissioners, deeming a view of the premises expedient, appointed Tuesday, the twenty second day of November then next and one o'clock in the afternoon, at the house of Henry G. Allen in Blandford as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Blandford, being the town within which such new highway is prayed for, thirty days at least before the time appointed for said view; and



also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in Blandford said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Republican a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view.

And on the said Twenty second day of November the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the same time of said view; and having heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said Commissioners did then and there adjudge that common convenience and necessity do not require, that the prayer of the Petition should be granted and the same is dismissed with costs taxed at Twenty Dollars

Henry F. Brown	} County Commissioners
Nelson D. Parks	
Henry Charles	

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition - fully appear, and now said report being read & considered is accepted, and the petition aforesaid dismissed with costs taxed at Twenty Dollars



The Register of Deeds is authorized to make an index of the grantors & also one of the grantees in the volumes of records from 1828 to 1834 the expense for the whole not to exceed one hundred and fifty dollars.

John Calnan is allowed forty five dollars in addition to the sum allowed him heretofore for damages to land taken in the location of the highway laid on the petition of Nathaniel Chapin and others, -

Henry F. Brown Esq is appointed agent to represent the county on the petition of Elisha Adams & others pending before the Superior Court for increase of salary

The Salaries of the overseers of the House of Correction are established at the rate of three hundred dollars a year for the three. -

A Safe is ordered to be purchased for the use of the County Treasurer at an expense of one hundred ninety two dollars and H. F. Brown Esq is authorized to purchase the same -

It is ordered that the controversy between the overseers of the House <sup>of Correction</sup> & Martin Wesson & Rufus Elmer be referred to the decision of Henry Morris Esq the said Wesson and Elmer having assented thereto



Commonwealth of Massachusetts  
Hampden, ss.

Acceptance of  
H. Way on Petition  
of John Wyles & al  
in Brimfield

The County Commissioners for the  
County of Hampden, having viewed and  
carefully examined throughout, the highway  
in Brimfield in said County, located  
and ordered upon the petition of John  
Wyles and having found the same well  
made, constructed and completed, -  
according to the order of the Commissioners  
thereon, we do hereby accept the same.  
Witness our hands this tenth day of  
November, A.D. 1859

Nelson D Parks } County  
Henry Charles } Commissioners

Commonwealth of Massachusetts  
Hampden, ss.

Acceptance of  
H. Way on Petition  
of Simeon Mallory & al  
in Russell

The County Commissioners for the  
County of Hampden, having viewed  
and carefully examined throughout,  
the highway in "Russell" in said County,  
located and ordered upon the petition  
of Simeon Mallory & others and having  
found the same well made, constructed  
and completed, according to the order  
of the Commissioners thereon, we do  
hereby accept the same.  
Witness our hands this twenty first  
day of September, A.D. 1859

Henry H. Brown } County  
Henry Charles } Commissioners

Commonwealth of Massachusetts  
Hampden, ss.

Acceptance of H  
Way on Petition  
of Selectmen of Palmer  
in Palmer

The County Commissioners for the  
County of Hampden, having viewed  
and carefully examined throughout,  
the highway in Palmer in said County,



located and ordered upon the petition of Selectmen of Palmer and having found the same well made, constructed and completed, according to the order of the Commissioners thereon, we do hereby accept the same.

Witness our hands this twenty second day of Palmer, A.D. 1859

Nelson, D. Parks } County  
Henry Charles } Commissioners

Acceptance of Specific  
Repairs on Petition  
of Rufus Brown & als  
in Palmer, Wilbraham  
& Sudlow

Commonwealth of Massachusetts,  
Hampden, ss.

The County Commissioners for the County of Hampden, having viewed and carefully examined throughout, the Specific Repairs on the highway in Palmer, Wilbraham & Sudlow in said County, located and ordered upon the petition of Rufus Brown & others and having found the same well made, constructed and completed, according to the order of the Commissioners thereon, we do hereby accept the same.

Witness our hands this twenty second day of June A.D. 1859

Henry F. Brown } County  
Nelson, D. Parks } Commissioners

Acceptance of Specific  
Repairs on Petition of  
Thomas Cordis & als  
in Springfield &  
Longmeadow -

Commonwealth of Massachusetts  
Hampden, ss.

The County Commissioners for the County of Hampden, having viewed and carefully examined throughout, the Specific Repairs ordered on the highway in Springfield & Longmeadow in said County, located and ordered upon the petition of Thomas Cordis & others and having found the same well made, constructed and completed, according to the order of the Commissioners thereon,



we do hereby accept the same.  
Witness our hands this first day of September  
A.D. 1859

Henry F. Brown } County  
Nelson D. Parks } Commissioners

Commonwealth of Massachusetts  
Hampden, S.S. Acceptance of Specific  
Repairs on Petition  
The County Commissioners for the County of Cyrus Knorr &  
of Hampden, having viewed and carefully in Palmer  
examined throughout, the Specific Repairs ordered  
on the highway in Palmer in said County,  
located and ordered upon the petition of  
Cyrus Knorr & others and having found the  
same well made, constructed and completed,  
according to the order of the Commissioners  
thereon, we do hereby accept the same.  
Witness our hands this tenth day of September  
A.D. 1859.

Henry F. Brown } County  
Nelson D. Parks } Commissioners  
Henry Charles }

Commonwealth of Massachusetts Acceptance of Town  
Way on petition  
Hampden, S.S. of Alonzo Marshall &  
in Solland  
The County Commissioners for the County of Alonzo Marshall &  
of Hampden, having viewed and carefully in Solland  
examined throughout, the Town Way in  
Solland in said County, located and ordered  
upon the petition of Alonzo Marshall & others  
and having found the same well made,  
constructed and completed, according to the  
order of the Commissioners thereon, we do  
hereby accept the same.

Witness our hands this sixteenth day of  
August, A.D. 1859

Henry F. Brown } County  
Nelson D. Parks } Commissioners  
Henry Charles }



Sundry accounts against the County being now presented for allowance amounting to the sum of four thousand two hundred and twenty dollars and eighty four cents are allowed and ordered to be paid from the County Treasury.

The following persons are allowed the sums set against their names in full for damages to land taken for highways, and the same amounting to one thousand seventy two. - dollars are ordered to be paid from the County Treasury. -

On Petition of Nathaniel Chapin & al	
To William Calnam One Hundred & forty dollars	\$ 140.00
" George Sackett & Herman Sackett	}
Experience Sackett having a life Estate therein. Four Hundred & seventy five dollars	
" Ernos Bowles	75.00
" Jason Dewey	20.00
" Susan Osborn	12.00
" Cornelius Bartlett	10.00
" Mrs Wm. A. Johnson. Henry Douglas & wife having a life estate therein	}
	40.00
	\$ 772.00

On Petition of Nathaniel Butler & al	
To Asa B. Gaylord. Fifty dollars	\$ 50.00
" Davis & Co Seventy five dollars	75.00
" Daniel Rice Twenty five "	25.00
" Henry Burnett Twenty "	20.00
	\$ 170.00

On Petition of William Blodgett & al	
The Western R. Road Corp	130.00
	\$ 1072.00

Notice of Elisha Adams to the County Commissioners as to appointment of Officers and Employees at jail & house of correction is given to the Commissioners.



Hampden. Ss. December 7<sup>th</sup> 1859

Judgment is entered up according to reports &c and all matters not acted upon are ordered to be continued and this meeting is adjourned without day

Attest

Wm Morris Clerk



Commonwealth of Massachusetts  
Hampden, ss.

At a meeting of the County Commissioners begun and holden at Springfield within and for the County of Hampden on the fourth Tuesday of December being the twenty seventh day of said month and from day to day to the twenty ninth day of said month in the year of our Lord one thousand eight hundred and fifty nine, and by adjournment on the second day of January to the third day of January in the year of our Lord one thousand eight hundred and sixty

Present, Henry F. Brown, Esquire, Chairman }  
Nelson D. Parks " } County  
Henry Charles " } Commissioners

and on said third day of January + by adjournment on the sixteenth day of said month of January to the seventeenth day of said month of January and by adjournment on the fourteenth day of February, to the fifteenth day of said month of February, and by adjournment on the sixth day of March to the seventh day March and by adjournment on the twentieth day of said month of March, in the year of our Lord one thousand eight hundred and sixty.

Present Nelson D. Parks Esq. Chairman }  
Henry Charles " } County  
Henry Fuller " } Commissioners

Henry Fuller Esq. having been declared by the board of examiners, elected, County Commissioners for the County of Hampden, in place of Henry F. Brown, and having been duly sworn appeared on the said third day of January, and the board consisting of Nelson D. Parks, Henry Charles and Henry Fuller Esquires proceed to the choice of Chairman. The whole number of votes cast is three, of which Nelson D. Parks has two, and is chosen Chairman of the board for the year ensuing. Charles C. Wright Esquire and Cyrus Trunk Esquires, having been declared



by the board of examiners duly elected  
Special Commissioners were duly sworn  
and qualified.

In the County Commissioners of the County of Hinsdale Smith & others  
Hampden. The undersigned would respectfully Pet for Alter<sup>n</sup> of Hway  
represent. that there is a public highway or in W. Sp. Agawam &  
road beginning at or near the division line Southwick, -  
between the town of Southwick and Agawam 19  
at or near the house of Selden Miller and  
running thence through the center of the  
village of Feeding Hills to the Agawam  
River, crossing the same near the house  
of Frederic Leonard; passing between said  
Feeding Hills and Agawam River, the houses  
of Hinsdale Smith, Ephraim Scott and  
Gamaliel Woodworth, and extending from  
said Agawam bridge through a portion of  
the town of West-Springfield to the Connecticut  
River at the toll bridge, passing the House  
of Ocran Dickinson, - which said road  
is narrow, crooked, and encroached  
upon in various parts of the same, Wherefore  
your petitioners ask that your Hon Board  
would view the same and make such  
alterations as shall be deemed just and  
proper

June 1<sup>st</sup> 1859

Hinsdale Smith & others

The foregoing petition was entered at a  
meeting of the County Commissioners holden  
for said County on the fourth Tuesday of  
June in the year of our Lord Eighteen hundred  
and fifty nine. at which meeting, the  
Commissioners, deeming a view of the premises  
expedient, appointed Wednesday, the thirty  
first day of August then next and nine  
o'clock in the forenoon, at the house of  
Hinsdale Smith in Agawam, as the time  
and place for viewing the premises; and  
caused a copy of said petition to be served



upon the clerk of the towns of West Springfield  
 Agawam and Southwick, being the towns  
 within which such alterations are prayed  
 for, thirty days at least before the time appointed  
 for said view; and also caused abstracts  
 of said petition, containing the substance -  
 thereof; to be posted in two public places  
 in said towns; and also gave notice to  
 all persons interested by causing a copy of  
 said petition to be published three weeks  
 successively in the Springfield Republican,  
 a newspaper published in said County,  
 said posting and the last publication of  
 said copy having been fourteen days at  
 least before the time appointed for said view;  
 and before said view was had, said  
 commissioners gave notice in like manner  
 as described in the foregoing notice of the  
 petition, to all persons interested, of the time  
 and place for commencing said view.  
 And on the said thirty first day of August  
 the commissioners met at the time and  
 place appointed, and proceeded to view the  
 premises, and having viewed the same  
 the further consideration thereof was deferred  
 till the next regular meeting of the commis-  
 sioners, held at Springfield aforesaid, on the  
 first Tuesday of October then next at which  
 meeting the parties were heard, and after  
 the hearing, said commissioners proceed to  
 consider and adjudicate upon the prayer  
 of said petition, and after considering the  
 same, said commissioners did adjudge that  
 common convenience and necessity require  
 that an alteration should be made commencing  
 in the town of Southwick easterly of the house  
 of Selden Miller and near the foot of the  
 mountain, and extending easterly into the  
 town of Agawam to near the easterly foot  
 of the mountain, Also another alteration  
 commencing near the Stone Tavern directory



and extending easterly to the top of the Leonard Hill. And they did further adjudge that the remaining portions of said highway, embraced in the petition, can be so far amended by specific repairs as to supercede the necessity of making further alterations in the present way, as by the report of said view & adjudication on file appears, and said commissioners thereupon appointed Tuesday the fifteenth day of November then next, and one o'clock in the afternoon, at the house of Hindsdale Smith in said Agawam, as the time and place where and where they would meet and proceed to locate as aforesaid, and the said commissioners having given notice of the adjudication and the time and place appointed for location, in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view / except publishing an abstract of said petition instead of a copy thereof, / on the said fifteenth day of November met and proceeded to locate said specific repairs; all lying in the town of Agawam as follows, viz: Commencing at the foot of the Provin Mountain so called Westerly of the dwelling house of Alvin Barnes and extending to and terminating at the "Stone Tavern Directory"

Also commencing at the top of the "Leonard Hill" and extending to and terminating at Agawam Bridge.

And it is ordered that all the highway lying within the aforesaid limits be reconstructed, graded and repaired in accordance with directions hereafter given, And it is ordered that the said town of Agawam cause the road aforesaid which is within the limits of the said town



of Agawam to be worked, made, and completed in the most faithful and workmanlike manner; and as follows, to wit: The said road must be thoroughly ploughed, where ploughing is practicable, and be thoroughly cleared of stones, stumps and roots. The top soil, where it is unsuitable for making a hard and permanent road, must be removed out of the traveled way, or may be used in embankment, if it be so placed as not to be within twelve inches of the surface of the road when finished. Where the materials within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least 10 inches of good gravel, or some other good material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of 20 feet for the traveled part of the road, where the subsoil is sand, the said traveled part of the road, after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick, and afterward with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its centre to the height of 15 inches. And the traveled part thereof must be worked to the width of 20 feet, exclusive of the side slopes and of the ditches; so that carriages and teams may pass with safety and convenience over any and every part of the 20 feet aforesaid. The said traveled part of the road must be worked in the centre of, and parallel to its location, without any regard to the additional widths laid out for materials in constructing



the road, except near its angles, which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations, and all low places must be so filled that no water can permanently stand upon the road bed, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches, where they are needed, must be constructed entirely without the traveled part of the road of 20 feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty-four degree, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the centre line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side. Over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills, where the road is made partly by embankment and partly by excavation, the road must be crowned, in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the centre, and from thence to the exterior or downhill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or



adhesive character must be made at an angle not exceeding forty-five degrees; where the materials are loose gravel or sand, the angle must not exceed thirty degree from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveller; the railing must consist of straight hand-some chestnut poles, not less in any part than five inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from centre to centre. Where the sides of embankments are constructed or secured with substantial well-laid stone walls, stones two feet high above the face of the road, and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splicings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles or joint, at least one foot in length, in such manner that the chamfered faces will fit and lie close together, with the iron bolt aforesaid passing directly through the center of said joining or splicing. Or a stone wall built in a substantial and work-manslike-manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the



posts which support said railing, to be firmly and permanently placed in the embankment with the interior or inside thereof, not less than 2 feet within the edge of the slope of the embankment, and without, in any manner obstructing or interfering with said 20 feet for the travelled part of the road. Where the sides of embankments are constructed, or secured with substantial, well-laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense this kind of structure will be required,) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular; the road need be worked to no greater width than twenty-four feet on the top or face of the embankment, to furnish a firm support to the railing and the twenty feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial, well laid stone abutments, and be covered with the same material; with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of 8 inches in addition; except the span of the arch or arches of a bridge, each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank. Whenever a bridge is covered with plank the top of the planking must be at grade, and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the



plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty-four feet long, measured at right angles with the direction of the road, and be substantially and properly railed to the height of three feet, and to the width of not less than 20 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner, with good, firm, straight stone sides, or abutments not less than two feet apart, and 18 inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be crowned 8 inches in addition. The owners of land over which said road is located, retain the legal right to construct cattle culverts, or farm bridges across and underneath the road for their accommodation and convenience, provided they do not thereby increase the ascent or descent in the grading of the road, as hereafter described, and construct said culverts or bridges in manner prescribed for the bridges; and the said culverts when placed in must forever after be maintained by such owners, their heirs or assigns, in good repair, and in such condition as to render them safe and convenient for the traveller. In grading the road aforesaid, care must be used in front of any dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said building, in the best shape for placing in a bank wall if the owner of said building shall so elect, otherwise so to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto,



provided, however, when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling-house or other building, it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing, (for in such case no railing can be allowed), and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be.

Trees that have been planted or reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it.

And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings, intersections or connections therewith, as to render them perfectly safe and convenient for the traveler.

And it is further ordered that the grading of the road aforesaid which lies within the town of Agawam be so worked as not in any place to exceed the angles of ascent or descent from a horizontal line hereafter mentioned. To wit:—The grade stakes are all set on the side of the present traveled path, and the center of said traveled path opposite said stakes is the point of admeasurement for ascertaining



the amount of excavation or embankment, the surface of the road that is at grade in connection with the line of inclination represents the grade line of the traveled part of the road. and the crowning of fifteen inches required by this order is in all cases to be considered as placed on or above said line. The admeasurement is given in feet and decimal parts of a foot and said grading is as follows to wit; at the half way Hill so called Westerly of the dwelling house of Charles C. Wright, — commencing at a station fifty feet Westerly of a marked Elm Tree, standing near the Westerly foot of said hill on the southerly side of the highway, at station No 1. grade, at No 2 fill 2.69 ft. at No 3 fill 2.77 ft. at No 4 cut 1.92 ft at No 5 cut 3.95 ft at a point midway between No 5 and 6 cut 3. ft. at No 6 cut 3.24 ft. at No 7 grade at No 8 fill 2.28 ft. at No 9 fill 1.09 ft at No 10 + No 11 grade. The stations are one hundred feet apart. The inclination of this part of the highway when completed is to be as follows viz: From station No one to a point midway between stations No 5 and 6. Two degrees fifty minutes ascending. (The points of admeasurement being from the top of the fill or the bottom of the cut as ordered at the several stations or points named) From the point midway between stations No 5 and 6 and extending to a point midway between stations No 9 and No 10 one degree twenty minutes descending. A suitable number of sluices will be required on the "Leonard Hill" to be at least one foot square in the clear, to be made of good sound chestnut or oak two inch plank. and be so located, that they will receive all the water from the ditches on the uphill side of the road, and the descent or fall of the same to the down hill side of the road, must



be at least three feet, or instead of the plank above named stone may be substituted and the sluices built in accordance with the printed specification, except that the bottom of the same must be flagged with stone and constructed with the descent as aforesaid.

No person appearing to claim damages and in the opinion of the Commissioners none being entitled to damages none are awarded.

The several abutting owners of land on said highway are allowed until the first day of April next to remove their wood, timber & trees thereon standing.

The County Commissioners have allowed to the town of Agawam towards the working of said specific repairs payable when the same are constructed and worked to the acceptance of the Commissioners the sum of Seventy Five Dollars.

And it is ordered that said road be worked in a thorough, skilful and workmanlike manner and made hard, safe and convenient for travellers to pass over with their teams horses and carriages and that it be made and completed by the town of Agawam on or before the first day of September A.D. 1860 to the acceptance of the County Commissioners.

Henry T. Brown	}	County Commissioners
Nelson D. Parks		
Henry Charles		

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition - fully appear, and this petition was continued to this meeting, and now the aforesaid report being read & considered is accepted, and the specific repairs on said road established as and for a public highway.)



Selectmen of West  
Springfield Pet for  
New H. Way and new  
location of H. Way in W. Sp.

20

To the County Commissioners of the County of  
Hampden. The undersigned, Selectmen of  
the Town of West Springfield, being duly authorized  
therefor by vote of the Town, respectfully represents  
that the public convenience requires that a  
highway should be located commencing at  
the foot of the stairs in Mittleague Village,  
West Springfield, and running southerly across  
the Western Rail Road and terminating at  
or near Mittleague bridge; and also, that the  
road beginning at Hosea Bliss, Shop in West  
Springfield and running westerly - and northe  
westerly to Holyoke line, should be re located.  
The undersigned do therefore petition your  
Honorable Board to view the premises and  
make the location above named,

By vote of the Town, Riley Smith } Selectmen  
May 16<sup>th</sup> 1859 S. B. Day }  
Daniel Ashley } West Springfield

The foregoing petition was entered at a meeting  
of the County Commissioners holden at Springfield  
within and for said County on the fourth  
Tuesday of June in the year of our Lord -  
Eighteen hundred and fifty nine, at which  
meeting, the Commissioners, deeming a view of  
the premises expedient, appointed Thursday, the  
thirtieth day of August then next, and eleven  
o'clock in the forenoon, at the Agawam House  
in West Springfield as the time and place  
for viewing the premises; and caused a  
copy of said petition to be served upon the  
Clerk of the town of West Springfield and on  
the Western Rail Road Corporation being the  
town within which such Highway & relocation  
prayed for, thirty days at least before the  
time appointed for said view; and also caused  
abstracts of said petition, containing the substance  
thereof, to be posted in two public places in  
West Springfield said Town; and also gave  
notice to all persons interested by causing  
a copy of said petition to be published three



weeks successively in the Springfield Republican a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view.

And on the said thirtieth day of August the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the further consideration thereof was deferred till the next regular meeting of the Commissioners, held at Springfield aforesaid, on the first Tuesday of October then next at which meeting the parties were heard, and after the hearing, said Commissioners proceed to consider and adjudicate upon the prayer of said petition, and after considering the same, said Commissioners did adjudge that common convenience and necessity require, - that a highway should be located from the foot of the stairs in Mittleague Village across the Western Rail Road to Mittleague Bridge, and the Commissioners are of the opinion that a public necessity exists that said highway should be laid out and constructed across said Rail Road at the same level therewith. And the Commissioners also adjudge that common convenience and necessity require that the highway from Hosea Bliss Shop in West Springfield to Holyoke should be relocated, as by the report of said view and adjudication on file appears, - and, said Commissioners thereupon appointed Thursday the seventeenth day of November, then next and nine o'clock in the forenoon, at the Agawam House in said West-Springfield as the time and place when and where they



would meet and proceed to locate as aforesaid and the said Commissioners having given notice of the adjudication and the time and place appointed for location, in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view / except publishing an abstract of said petition instead of a copy thereof, and excepting that the notice to the Western Rail Road Corporation, was waived by Chester W. Chapin - President of said Corporation who was present at the time and place of location) on the said Seventeenth day of November met and proceeded to locate as follows, viz =

First The highway at Mittleague Village, commencing at a point opposite a stone monument standing on the Northerly side of the road leading to Mittleague Village about three rods East of the foot of the stairs, said monument is marked **A** and bears from the North Easterly corner of the Northerly Brick boarding-house, North twenty four and four tenths degrees East, one hundred and eighteen and a half feet distant: Then running South five degrees, East four hundred and eighty two feet to a stone set beneath the surface, twenty six and three fourths feet northerly of a line in range of the Northerly side of the Cotton House, the highway for this course and distance is located three rods wide: Then same course one hundred and thirty four feet to a stone monument, on the Southerly bank of the canal, the highway for this course and distance is thirty six feet wide, The line is run in the center of the location and the monuments are set on the Easterly or left hand side thereof. The Western Rail Road Corporation shall be at liberty to maintain their present switches within the limits of the highway as located, provided that they shall be so maintained



and used that no unnecessary obstruction or inconvenience to the travel shall be occasioned thereby.

The stone mentioned in the foregoing are the monuments set to mark the termini and angles of the highway as located and are of Monson Granite, and all marked with the letter **A**. And it is ordered that the said town of West Springfield cause the road aforesaid which is within the limits of the said town of West Springfield to be worked, made, and completed in the most faithful and workmanlike manner, and as follows, to wit: The said road must be thoroughly ploughed, where ploughing is practicable, and be thoroughly cleared of stones, stumps and roots. The top soil, where it is unsuitable for making a hard and permanent road, must be removed out of the traveled way, or may be used in embankment, if it be so placed as not to be within twelve inches of the surface of the road when finished. Where the materials within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least 10 inches of good gravel, or some other good material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of 20 feet for the traveled part of the road. Where the subsoil is sand, the said traveled part of the road, after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick, and afterwards with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part



thereof to its centre to the height of 12 inches, and the traveled part thereof must be worked to the width of 20 feet, exclusive of the side slopes and of the ditches; so that carriages and teams may pass with safety and convenience over any and every part of the 20 feet aforesaid. The said traveled part of the road must be worked in the centre of, and parallel to its location (except on the last course and distance on which the road be must be so constructed that the centre of the same shall be one and a half rods distant from the Easterly line of the location,) without any regard to the additional widths laid out for materials in constructing the road, except near its angles, which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches, where they are needed, must be constructed entirely without the traveled part of the road of 20 feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty-four degree, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the centre line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently



stand by the road side. Over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills, where the road is made partly by embankment and partly by excavation, the road must be crowned, in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the centre, and from thence to the exterior or downhill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty-five degrees; where the materials are loose gravel or sand, the angle must not exceed thirty degree from a horizontal line, or two feet slope to one foot rise.

All bridges must be constructed with substantial, well laid stone abutments, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of 8 inches in addition; except the span of the arch or arches of a bridge, each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank. Whenever a bridge is covered with plank the top of the planking must be at grade, and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof, must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty-



- four feet long, measured at right angles with the direction of the road, and be substantially and properly railed to the height of three feet, and to the width of not less than 20 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner, with good, firm, straight stone sides, or abutments not less than two feet apart, and 18 inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be crowned 8 inches in addition. —

In grading the road aforesaid, care must be used in front of any dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said building, in the best shape for placing in a bank wall if the owner of said building shall so elect, otherwise so to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto; provided, however, when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling-house or other building, it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing, (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be. Trees that have been planted or reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade



and ornament they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it.

And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings, intersections or connections therewith, as to render them perfectly safe and convenient for the traveler.

The County Commissioners having heard all persons and corporations, interested in relation to damages who expressed a desire to be heard thereon, and the Western Rail Road Corporation by their President Chester W. Chapin, having in consideration of the privileges aforesaid relinquished all claim for damage consider and adjudge that the sum of Two Hundred and Forty Five Dollars be paid to the Agawam Canal Company in full compensation for all damages which they will sustain in consequence of the aforesaid location, It being understood that for this sum the Bridge recently erected over their canal shall remain for the benefit of the Town of West-Springfield, no other person or corporation in the opinion of the County Commissioners being entitled to damages none are awarded.

The several owners of land over which said Highway is located are allowed until the first day of March next to remove their wood, timber, fences trees and crops thereon standing. And it is ordered that said Highway be worked in a thorough, skillful and workmanlike manner and made hard, safe and convenient for travelers to pass over with their teams, horses and carriages and that it be made and completed by the Town of West Springfield before the first day of June, A.D. 1860,  
Second The relocation of the road from



the Shop of Hosea Bliss in West Springfield to the line of the town of Holyoke as follows viz: Commencing at a stone monument bearing from the North Easterly corner of the foundation of the dwelling house belonging to the estate of Solomon Ashley, South thirty eight and a half degrees East nineteen and a half feet distant, then running North Seventeen and three fourths degrees West sixteen and three fourths feet to a stone seven feet Easterly of the aforesaid corner and in range of the Northerly end of the house. The highway for this course and distance is ninety two feet wide at the commencement measured from the monument to the South Easterly corner of Hosea Bliss Blacksmiths Shop and seventy six and a half feet at the end measured to the center of said Shop. Then North forty two and four sixths degrees West thirty six and a half feet to a stone. The width of the highway for this course and distance is seventy six and a half at the commencement, and fifty nine and a half feet at the end measured from the monument to the South Westerly corner of said Shop. —

Then North sixty nine degrees West one hundred and forty five feet to a stone. The highway for this course and distance is located fifty nine and a half feet wide at commencement and three rods wide at the end. Then North Seventy five degrees West one hundred and ten feet to a stone. Then North Seventy eight and five tenths degrees West Two Hundred and ninety eight + three fourths feet to a stone the highway for the last two courses is laid three rods wide. Then North Seventy three degrees West four hundred and sixty five feet to a stone on the line between Solomon Ashleys heirs and Horace Smiths land. The highway for this course and distance is three rods wide



at the commencement and four rods wide at the end, then North Sixty Seven degrees West eighty nine feet to a stone the highway for this course and distance is four rods wide at the commencement, and five rods wide at the end, then North Sixty Three and one quarter degrees West, four hundred and nineteen feet to a stone, the highway for this course and distance is five rods wide at the commencement, and seventeen rods wide at the end measured on a course of North Sixty nine and three quarter degrees East from the monument at the end of the course, then North Twenty three degrees East two hundred and eighty five feet to a stone the width of the highway for this course is the same at the commencement as the end of the last course - and one hundred and twenty six feet wide at the end measured at right angles with the back course, then North twelve and a half degrees West six hundred and seventeen feet to a stone fifty eight feet Westerly of the Town line monument, the highway for this course and distance is located the same width at the commencement as the end of the last course and sixty feet wide at the end measured on the line between Holyoke and West-Springfield. The lines are run and the monuments set, on the southerly or left hand side of the highway, the stone named in the foregoing are the monuments set to mark the termini and angles of the highway. - The County Commissioners having heard all persons and corporations interested in relation to damages who expressed a desire to be heard thereon, consider and adjudge that the following sums be paid by the town of West-Springfield



To the persons hereafter named in full compensation for all damages they will sustain in consequence of said relocation viz: To the Heirs of Solomon Ashley the sum of Forty Dollars \$40.00

To Horace Smith, Five Dollars 5.00

To Hosea Bliss whose shed, on the northerly side of said highway, projects into the same, but in such manner as not to interfere with the traveled part of said road, and may remain so long as the present building stands but whenever the same shall be removed from the location, the ground within the location where it now stands is not again to be used or occupied for any building or for any other purpose, and is to remain open and clear of all obstructions as a part of said highway in consideration thereof no damages are awarded him.

And it is ordered that a copy of the adjudication and relocations and the establishment of the boundaries of the road aforesaid be transmitted to the clerk of the Town of West Springfield, there by him to be recorded in the book of records of said Town for the information of the inhabitants thereof.

Henry F. Brown }  
Nelson D. Parks } County  
Henry Charles } Commissioners

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition - fully appears, and this petition was continued to this meeting, and now the aforesaid report being read and considered is accepted and the road established as and for a public highway.

For acceptance of highway see page 99



To the County Commissioners for the County of  
Hampden.

Pet of Selectmen of  
Blandford for allowance

The undersigned Selectmen of Blandford from County Treasury  
would respectfully represent that the cost of constructing the public highway  
leading from the Second Division Road past  
the dwelling house of Clarke Nye to the  
road running Easterly from St Marks  
Church (it being the road ordered by  
commissioners on the petition of James Stewart  
Hobbs and now constructing) is onerous  
and burdensome to the taxpayers of said  
town of Blandford and in our opinion that  
justice demands that a part of said expense  
should be paid from the County Treasury;  
therefore we pray your Honorable Board  
to consider the subject of our prayer and  
to grant to said town such a sum as you  
may deem just and proper.

Blandford Aug 9<sup>th</sup> 1858

C. W. Shepard } Selectmen  
Alvah Foote } of  
Eli Osborne } Blandford

The foregoing petition was entered at this  
meeting of the County Commissioners, and  
now the said petition is by the County  
Commissioners refused and dismissed

Estimate of Expenses for the County of Hampden for the year 1860 for which a Tax will be necessary, &c for Hampden Co. -  
For payment of Jurors of the Courts \$3400.00 for 1860

"	"	" Officers of Court & Messenger	2300.00
"	"	" Clerk of Courts	300.00
"	"	" Inquests Coroner & Fire	550.00
"	"	" Constables Service of Benise	175.00
"	"	" County & Special Commissioners	1400.00
"	"	" Surveyors Attorneys & Sheriffs	350.00
"	"	" Land damage for highways	3200.00
"	"	" Monuments " "	90.00
"	"	" Provision at Jail & House of Correction	4500.00



For payment of Fuel & Lights for Jail & H of Correction	\$ 800.00
" " " Clothing & bedding & Medical Attendance	}
" " " at Jail & House of Correction	
" " " Repairs & Furniture Jail & House of Correction	550.00
" " " Salaries of Jailor Overseers &c	2800.00
" " " Chaplain & Library	325.00
" " " Repairs at Court House	300.00
" " " Fuel and Lights Court House	450.00
" " " Record Books Indexes & Stationary &c	800.00
" " " Examiners	30.00
" " " Judge of Probate for Comitts, Lunatics	30.00
" " " Interest on County Debt & temporary loans	650.00
" " " Sheriff Juries	200.00
" " " One third Criminal Costs	6500.00
" " " Salary of Treasurer	800.00
" " " Expenses of Two Police Courts	500.00
" " " Salary of Sheriff	800.00
	<u>\$ 32,300.00</u>

The County is indebted for current Expenses for which orders are drawn on the Treasurer and unpaid amounting \$1652.36

Also for Balance of Debt incurred in the erection of the House of Correction 3450.00

Also for money borrowed to pay for building a fence around Court Square and payable June 16<sup>th</sup> 1860 2000.00

Also for money borrowed to pay current expenses payable on demand 5050.00

Total debt \$12152.36

There is due the County on the County Tax for the year 1859 the sum of — \$2348.00

Nelson, D. Parks	} County Commissioners
Henry Charles	
Henry Fuller	



Frederick Morand is licensed as a common  
victualler at his dwelling house in Westfield  
Jan 2<sup>d</sup> 1860

Nelson S. Foster is licensed as an Inn holder  
at the Foster House Westfield, Jan 3<sup>d</sup> 1860

The salary of the Chaplain of the jail and  
house of correction is established at the  
rate of three hundred dollars a year  
commencing January 1<sup>st</sup> 1860 + payable -  
quarterly at the termination of each quarter

Charles R. Ladd Esq County Treasurer -  
presented his account which was examined  
and allowed by the County Commissioners.

On the fourth day of January in the year  
Eighteen hundred and Sixty William Stowe,  
John W. Hunt and Ambrose N. Merrick  
all of Springfield are appointed overseers  
of the House of Correction for the year ensuing.

William Calman is allowed the sum of  
forty five dollars in addition to the same  
heretofore allowed him for damages to land  
taken in the location of a highway laid on  
the petition of Nathaniel Chapin + others and  
the same is ordered to be paid from the  
County Treasury

Joseph S. Smith is allowed one thousand  
one hundred and thirty nine dollars and  
forty five cents for labor on a highway  
in West Springfield ordered by the Commis-  
sioners and which the town of West Springfield  
had neglected to build the same is ordered  
to be paid from the County Treasury.

Sundry accounts against the County being  
now presented for allowance amounting  
to the sum of three thousand, five hundred



60

ninety three dollars and fifty two cents are  
allowed and ordered to be paid from the  
county treasury

Hampden. ss. March 20<sup>th</sup> 1860

Judgment is entered up according to reports  
tc and all matters not acted upon are  
ordered to be continued and this meeting  
is adjourned without day.

Attest

Wm. Morris Clerk



Commonwealth of Massachusetts  
Hampden, ss

At a meeting of the County Commissioners begun and holden at Springfield within and for the County of Hampden on the second Tuesday of April being the tenth day of the month and from day to day to the fourteenth day of the month and by adjournment on the twenty fourth day of the month, and from day to day to the twenty eighth day of said month and by adjournment on the first day of May and by adjournment on the twenty ninth day of said month of May and by adjournment on the thirty first day of said month of May and by adjournment on the thirteenth day of June in the year of our Lord one thousand eight hundred and sixty. —

Present Nelson, D. Parks

Henry Charles } County  
Henry Fuller } Commissioners

In the County Commissioners for the County of Hampden

The Chicopee Manuf Co  
Pet for abatement of taxes

The Chicopee manufacturing company a corporation established at Chicopee in said County respectfully complains - that the assessors of Chicopee aforesaid, by their tax bills bearing date within six months last past have over rated your complainant & have assessed them for state, County town & school district taxes for the present year in the sum of two thousand three hundred and twenty six dollars and forty one cents and seven mills which is much more than their just proportion of said taxes. —

10

Your complainants carried into said assessors, within the time required by law a list of said valuation of their estate duly sworn to and conformable to law. —

On the fifteenth day of November current



your complainants being aggrieved by said taxes applied to the assessors in due form of law for an abatement of the same, but said assessors have refused to make an abatement of any part thereof - Wherefore they pray that your honorable body after due proceedings in the premises will make a reasonable abatement of said taxes -

Dated the 21<sup>st</sup> day of November, A.D., 1859

By their attorneys

Chapman & Chamberlins.

The foregoing petition was entered at a meeting of the County Commissioners holden for said County on the first Tuesday of October in the year of our Lord Eighteen Hundred and fifty nine, at which meeting the commissioners, upon the foregoing complaint <sup>it was</sup> ordered that the petitioners cause notice to be given to the inhabitants of the town of Chicopee in said County of the pendency of said complaint - and that a hearing will be had upon the same at the Court House in Springfield on Tuesday the seventeenth day of January next at one o'clock in the afternoon by serving one of the Selectmen of said Chicopee with an attested copy of said complaint & this order fourteen days at least before said seventeenth day of January that they may then and there appear & show cause why the prayer of said petitioners should not be granted. And this petition was continued from meeting to meeting to this meeting, and now the commissioners make their Report in writing as follows - " Report of the County Commissioners on the Complaint of the Chicopee Manufacturing Company, against the Inhabitants of Chicopee. - The notice ordered on said complaint having been duly served on said Inhabitants, said complaint was continued from the seventeenth day of January A.D., 1860 to the twenty fifth day of the same January at the request of complainants and



Respondents - at which last named time the parties were fully heard by their counsel and witnesses, and said Complaint was continued by said Commissioners to the second Tuesday in April, A.D. 1860, for decision, and now on said second Tuesday said Commissioners having fully examined the matter of said complaint, decide and determine that said Complainants are entitled to an abatement of their tax assessed by said Inhabitants by their assessors - agreeably to the 319 Chap of the Acts of 1853, - said Chapter requiring that all the property shall be assessed at its fair cash market value - & it appearing by evidence in the case that a number of shares of the stock of said Complainants was sold on or about the first day of May, A.D. 1859, at the stock board in Boston Mass. for \$300, per share. - & it appearing that the nominal value of each share of said stock is \$1000, & that the whole number of shares is seven hundred: And it also appearing by evidence in said case that on the first day of May aforesaid said Complainants owed no debts, and were possessed of no other property than their Real Estate & machinery. - The valuation of said Real Estate & machinery as estimated by said Inhabitants by their assessors as shown by the assessors book of said Inhabitants is \$285,300, an excess of valuation over and above said fair cash market value of said Real Estate & machinery as shown by the sale of shares of stock aforesaid, viz, an excess of \$75,000: Said Commissioners therefore decide that said Complainants are entitled to an abatement of their tax, based on the excess of valuation aforesaid over & above the fair cash market value of said property, viz, on \$75,000. Said Commissioners therefore order said tax







April 10<sup>th</sup> 1860. Elisha Kinney is licensed as an -  
Innholder at his dwelling House in Holland.

The following persons are licensed as common  
victuallers, - Frederick Morand at his House on  
the East side of Elm St Westfield, -  
Haswell Loomis in the basement of the Park House  
East side of Green, Westfield

April 26<sup>th</sup>. The following persons are licensed as  
Innholders,

Nathaniel P. Brown, at the Warronoco House, Westfield  
Gilbert Nye at his house North Blandford

The following persons are licensed as common  
victuallers

Egnes Halser at dwelling house corner of Franklin  
& Summer St. Westfield

George Andrews 2<sup>d</sup> & 3<sup>d</sup> stories of Lewis block, Westfield

May 29. The following persons are licensed  
as Innholders. -

William P. Chaffee in the "Sexton" House" South side  
of Common, South Wilbraham,

Samuel S. Gillson his house

N. S. Foster, at the Foster House near the  
Western R. R. Depot, Westfield,

Ferdinand Sauer, at the Rail Road House, Western  
R. R. Depot, Westfield

June 13<sup>th</sup> 1860, The following persons are  
licensed as Innholders,

S. S. Marks at the old tavern stand, West Granville

Norman V. Lewis, at his dwelling house, Blandford (centre)

Sundry accounts against the County being  
now presented for allowance amounting  
to the sum of three thousand eight hundred \$3804.06  
& four dollars and six cents are allowed  
and ordered to be paid from the County  
treasury.



~~sundry accounts against the bounty being  
now presented for allowance amounting~~

Hampden. ss. June 13. 1860

Judgments is entered up according to reports &c, and all matters not acted upon are ordered to be continued, and this meeting is adjourned without day,

Attest

Wm. B. Morris Clerk



HALL OF JUSTICE  
50 STATE STREET  
SPRINGFIELD, MA 01103-2021

The Commonwealth of Massachusetts

COUNTY OF HAMPDEN

REGISTER OF DEEDS

DONALD E. ASHE

TELEPHONE  
(413) 755-1722 / 784-0479  
FAX (413) 731-8190

*[Handwritten signature]*





HALL OF JUSTICE  
50 STATE STREET  
SPRINGFIELD, MA 01103-2021

*The Commonwealth of Massachusetts*

COUNTY OF HAMPDEN

REGISTER OF DEEDS

DONALD E. ASHE

TELEPHONE  
(413) 755-1722 / 784-0479  
FAX (413) 731-8190

*[Handwritten signature]*



Commonwealth of Massachusetts  
Hampden ss

At a meeting of the County Commissioners, begun and holden at Springfield within and for the County of Hampden on the fourth Tuesday of June, being the twenty sixth day of said month, and from day to day to the twenty ninth day of said month and by adjournment on the eleventh day of July, and by adjournment on the first day of August to the second day of said month of August, and by adjournment on the fourth day of September to the fifth day of September in the year of our Lord one thousand eight hundred and sixty

Present, Nelson D. Parks Esq. Chairman  
Henry Charles Esq. } County  
Henry Fuller Esq. } Commissioners

Edwin Ely & als Pet for  
a New Highway & alter &  
discontinuance of H. Way in  
Blandford & Chester

6

To the County Commissioners of the County of Hampden  
The undersigned citizens and legal voters of  
Blandford and Chester in said County respectfully  
represent that the road leading from North  
Blandford to Chester Factories <sup>(in said County)</sup> is narrow circuitous  
and hilly that the public good requires that  
alterations should be made on the same.  
The undersigned therefore request your Honorable  
Board to view said road commencing at  
the corner West of Samuel A. Bartholomeus in  
said Blandford, and make such alterations  
either by laying new road widening or grading  
the present road and discontinuing such roads  
or pieces of road as the convenience and public  
good may require between the said corner  
and said Chester Factories -  
Blandford Apl 11<sup>th</sup> 1859

Edwin Ely & others,

The foregoing petition was entered at a meeting  
of the County Commissioners holden at Springfield



within and for said County on the second Tuesday of April in the year of our Lord Eighteen hundred and fifty nine, at which meeting, the commissioners, deeming a view of the premises expedient, appointed Thursday, the twenty third day of June then next and nine o'clock in the forenoon, at the house of Joseph Lazell in Chester, as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerks of the towns of Blandford and Chester being the towns within which such alterations prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said towns; and also gave notice to all persons interested by causing a copy of said petition to be published - three weeks successively in the Springfield Republican a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said twenty third day of June the commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the further consideration thereof was deferred till the next regular meeting of the commissioners, held at Springfield aforesaid, on the first Tuesday of October then next, at which meeting the parties were heard, and after the hearing, said commissioners proceed to consider and adjudicate upon the prayer of said petition, and after considering the same, said Commissioners did adjudge



that common convenience and necessity require, that alterations should be made in said highway from the house of said Samuel A. Bartholomew to the line of the town of Becket, and that so much of said highway as lies between the line of the town of Becket and Chester factories can be so far amended by specific repairs as to supersede the necessity of making alterations in the same - as by the report of said view & adjudication on file appears. and said petition was continued from meeting to meeting to the meeting of the county commissioners. holden for said county on the second Tuesday of April in the year of our Lord eighteen hundred and sixty at which meeting said commissioners appointed Tuesday the fifth day of June then next and nine o'clock in the forenoon, at the house of Joseph Lazell, in said Chester as the time and place when and where they would meet and proceed <sup>and the said commissioners having given notice of the adjudication & the time & place appointed for making said alterations & specific repairs</sup> to locate said alterations & specific repairs, in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof,) on the said fifth day of June met and proceeded to locate said alterations and said specific repairs - as follows - First, so much of the Highway described in the foregoing petition as is included in the following limits is to be reconstructed graded & repaired in accordance with directions - hereafter given (viz) commencing at a point opposite Station No. 1, at grade which station is at a marked Maple tree standing on the Easterly side of the Highway at a point sixty six (66) feet - southerly of South West corner of the Southerly Abutment of the Second Bridge Northerly of the junction of the Becket road, at Station No. 2 fill 1.90. No 3. cut .90 No 4. cut 1. - foot No 5. grade. No. 6. grade. No 7. cut 2. - feet; from Station. No. 8. to No. 11, road to be put



in a thorough state of repair; at No. 11 grade,  
at No. 12 fill .5 at No 13 grade - from No 13  
to a point 55 feet Southerly of Station No. 24  
to be put in thorough state of repair - at  
No 25, fill 1.5, at station 26 grade from  
station 26 to a point 62 feet Southerly of  
station 27 the road to be put in a thorough  
state of repair, at No. 28 fill 1.5, No. 29  
grade, from No 29 to No. 35. Road to be put  
in a thorough state of repair, No. 35 grade,  
No. 36, fill 2.66, No 37 fill 1.42, No. 38 cut  
four feet, No 39 grade, from No 39 to No 44  
road to be put in a thorough state of  
repair, at No. 44, grade, at No 45 grade,  
from No 45 to No 47. road to be put in a  
thorough state of repair: Said No 47 is 9 feet  
Northerly of a Beech tree supposed to be on  
the line between Chester & Becket. The road  
bed from station 1 to station 47 inclusive to  
be worked sixteen feet exclusive of side  
ditches. -

And it is ordered that the grading of the  
aforesaid road be so worked as not in  
any place to exceed the angle of ascent or descent  
from a horizontal line hereafter mentioned.  
The grade stakes aforesaid from station  
No. 1, aforesaid to station No. 47 are set on  
the Left hand or Easterly side of the present  
traveled path, and the centre of said  
traveled path opposite of said stations or  
stakes is the point of admeasurement for  
ascertaining the amount of excavations &  
embankments.

The inclination of the road is when completed  
to be as follows. (viz) from station No. 1. to  
station No. 4.  $3^{\circ} 30'$ , from No 4 to No 5.  $2^{\circ} 45'$ ,  
No 5 to No 6.  $3^{\circ} 30'$ , from No. 6 to No 7.  $1^{\circ}$ . from  
No 7. to Bridge  $1^{\circ}$ , the foregoing grades are  
ascending; from stations No. 11 to No. 13 nearly  
level; from a point 45 feet. Northerly of station  
25 to station 26. the inclination is  $1^{\circ} 15'$ . -



descending. From point 38 feet northerly of Station 28 to Station 29.  $6^{\circ} 15'$  ascending: from Station No 35 to Station No 38.  $7^{\circ} 30'$ . from Station 38 to near Station 39.  $7^{\circ} 30'$ . from Station No 44 to No 45.  $3^{\circ} 50'$ , and the Bridge between said last named stations to be lowered to comply with last named grade: from Station near No 47 to No 48. The Highway is in Berkshire County. Said Station No 48 is southerly of Wrights - Bridge near the line between Chester & Blandford & from Station No 48 to Station No 84 said road is to be put in a thorough state of repair - The following Alteration being partly in Chester & partly in Blandford is located as follows. Viz,

Commencing at Stone monument on the Easterly side of the road leading from Sam. A. Bartholomew in Blandford, to Chester factories; northerly of the dwelling house of Alanson Knox in Chester and near the end of the first wall running Easterly & Westerly, northerly of said Knox dwelling House: Then running South fourteen and a half degrees East, over land of Nelson Gibbs and Alanson Knox, ten hundred feet in the center of the location to a point opposite a stone on the Easterly side of the location.

Then South twenty seven degrees East. Three hundred feet to a point opposite a stone - Then South thirty two degrees and thirty five minutes East, two hundred feet to a point opposite a stone. Then South thirty six degrees East, fifty feet to a point opposite a hole drilled in a rock - Then South thirty eight and two thirds degrees East, fifty feet. - Then South fifty six and five sixths degrees East, fifty feet - Then South sixty three degrees East, fifty feet. ~~Then South sixty three degrees East, fifty feet.~~ Then South sixty four and a quarter degrees East, one hundred and fifty feet. - Then South forty eight and one third degrees East, fifty feet. Then South seven and a half degrees East,



fifty feet— Then South Seven and three quarter degrees West, one hundred and fifty feet. Then South one and a half degrees, West, two hundred and forty feet to a point opposite a stone on the line between Chester + Blandford. Then South nine degrees, East, sixty feet.— Then South fourteen and a quarter degrees East, one hundred feet.— Then South twenty and one third degrees, East one hundred feet.— Then South twenty eight degrees, East, five hundred and fifty feet.— Then South thirty and a quarter degrees, East, two hundred feet.— Then South thirty five degrees East, one hundred and fifty feet.— Then South thirty six and five sixths degrees East, three hundred feet.— Then South thirty six and one third degrees East, one hundred feet.— Then South thirty one and a half degrees East, two hundred feet. Then South twenty eight and five sixths degrees East, four hundred feet.— Then South thirty five degrees East, one hundred feet.— Then South thirty six and two thirds degrees East, two hundred feet.— Then South forty one degrees East four hundred feet to a point opposite a hole drilled in a rock on the Easterly side of the aforesaid road a little Northerly of Joseph Gibbs dwelling house. The lines are run in the center of the foregoing location and the bounds are set on the Easterly or left hand side, at all of the angles; at right angles with the back sights of the courses at the distance of two rods from the lines as run; the Highway being laid four rods wide: and also embraces as highway all of the land belonging to Joseph Gibbs lying between the line as run and the Easterly side of the old road: being the corner of land cut from ~~Said~~ Gibbs farm by this location.

So much of the Highway described in the foregoing petition as is included in the foregoing limits is to be constructed graded and completed in accordance with printed,



Specifications & directions hereafter given (viz) commencing at Station No 84. aforesaid, said station is at a point 37 feet Northerly of the centre of the Westerly end of the Stone wall running Easterly & Westerly on the Easterly side of the road & northerly of Alanson Knox dwelling house, Station 84 aforesaid is at grade. No 85 grade, No 86 to No 89 inclusive at grade, No 90 fill 1 foot, Nos 91 & 92 grade No 93 fill 1 foot, No 94 cut 1 foot, No 95 grade, No 96 fill 1 foot, No 97 cut 1 foot, No 98 fill 1 foot, 99 grade No 100 grade, No 101, 102, grade, No 103 fill 1 foot, No 104 & from thence to No 111 grade, - 112 fill 1 foot, from No 113 to 127 inclusive grade, at No 128 fill 1 foot, from No 129 to No 135 grade, - from No 135 to No 149 the road to be put in a thorough state of repair. - The inclination of the Road Bed when completed is to be as follows. viz. from Station No 84 to No 85  $0^{\circ} 30'$  descending, from No 85 to 86  $0^{\circ} 15'$  ascending, from 86 to 88 nearly level, from 88 to 89  $0^{\circ} 45'$  descending, from 89 to 91 level - from 91 to 92  $0^{\circ} 30'$  ascending from 92 to 93  $1^{\circ}$  ascending, 93 to 94  $1^{\circ} 30'$  ascending, from 94 to 95  $0^{\circ} 45'$  descending, from 95 to 96  $1^{\circ} 45'$  descending, from 96 to 97  $1^{\circ}$  descending, from 97 to 98  $1^{\circ} 30'$  descending, from 98 to 99  $1^{\circ}$  descending, from 99 to 100  $1^{\circ} 15'$  ascending, from 100 to 101  $0^{\circ} 30'$  descending, from 101 to 102  $2^{\circ} 30'$ , from 102 to 103  $2^{\circ} 20'$ , from 103 to 104  $4^{\circ} 50'$ , from 104 to 105  $4^{\circ} 50'$ , from 105 to 106  $5^{\circ} 40'$ , from 106 to 107  $5^{\circ} 30'$ , from 107 to 108  $5^{\circ}$ , from 108 to 109  $4^{\circ} 45'$ , from 109 to 110  $3^{\circ} 45'$ , from 110 to 111  $5^{\circ}$ , from 111 to 112  $5^{\circ} 10'$ , from 112 to 113  $5^{\circ} 40'$ , from 113 to 114  $5^{\circ} 35'$ , from 114 to 115  $5^{\circ} 15'$ , from 115 to 116  $4^{\circ} 45'$ , from 116 to 117  $4^{\circ} 20'$ , from 117 to 118  $4^{\circ} 15'$ , from 118 to 119  $3^{\circ} 15'$ , from 119 to 120  $3^{\circ} 30'$ , from 120 to 121  $4^{\circ}$ , from 121 to 122  $4^{\circ} 20'$ , 122 to 123  $4^{\circ} 50'$ , 123 to 124  $3^{\circ} 20'$ , 124 to 125  $3^{\circ} 40'$ , 125 to 126  $2^{\circ} 50'$ , 126 to 127  $2^{\circ} 30'$ , 127 to 128  $3^{\circ} 15'$ , 128 to 129  $3^{\circ}$ , 129 to 130  $2^{\circ} 50'$ , 130 to 131  $2^{\circ}$ , 131 to 132  $3^{\circ}$ , 132 to 133  $2^{\circ}$ , 133 to 134



1° 15' from Station 101 to Station 134. inclination ascending from 134 to 135 0° 45' descending - The following alteration is entirely in the town of Blandford & is located as follows. viz commencing at a stone monument on the Easterly side of the road leading from Sam<sup>l</sup>. a. Bartholomew to Chester Factories, then running South. Eight and one half degrees West, one hundred and eighty two feet to a point opposite a stone on the Easterly side of the location - Then South six and five sixths degrees West, one hundred feet. - Then South five and one half degrees East, one hundred feet. - Then South fourteen and two thirds degrees East, three hundred feet - Then South fourteen degrees East, two hundred feet to a point opposite a stone on the Easterly side of the old road - The lines are run in the center of the location and the bounds are set on the Easterly or right hand side at right angles, with the back course; at the distance of two rods from the lines as run. all of the foregoing alteration is over land of Sam<sup>l</sup>. a. Bartholomew, and the old road, and is located four rods wide. -

So much of the Highway described in the foregoing petition as is included in the following limits & situate entirely in the town of Blandford, is to be constructed graded & completed in accordance to printed Specifications, with directions hereafter, given. viz, commencing at Station No. 179 - which is 36 feet. Northerly of the monument at the commencement of the location. Said station is at grade, at No 180 fill 1 foot. No. 181, grade. No. 182, grade, No 183 grade. No. 184 fill 2 feet, No 185 grade, No 186 grade. No. 187. fill 1 foot. No 188 grade. From No 188 to No 198 road to be put in a thorough state of repair. No 198. grade. No 199 cut 379 feet. No 200 fill 3.13. No. 201 fill 4 feet, No. 202 fill 2.15. No 203 cut 98/100 foot,



No 204 cut .72. No 205 grade —

The inclination of Said Road when completed from Station No. 179 to Station 181 is 1° descending, from Station 181. to 182. 2° descending from No. 182 to 183, is 3° 30' descending, from No 183 to 184, 2° 30' descending, from No 184 to 185 is 1° 15' descending; from Station 185 to 186 is 1° 45' descending, from 186 to 187. 2° 45' descending, from No 187 to 188 is 1° 30' descending from No 188 to No. 198. grade the same as on the present road bed; from No 198 to 201. 1° 50' descending; from No 201 to 205. 2° 30' ascending.

The County Commissioners having heard all persons & Corporations interested in relation to damages who expressed a desire to be heard thereon consider & adjudge that the sum of three hundred & seventy five dollars be awarded to Eli A. & Alanson Knox, the said Alanson being tenant for life & the said Eli A. having a residuary interest, See Chap 45 Sect 17. G.S. to, William S. Knox the sum of Five hundred & sixty dollars, the sum of fifty dollars to Joseph Gibbs; the sum of Twenty dollars to Nelson Gibbs; the sum of one Hundred dollars to Saml A Bartholomew; — and that said sums are in full for all damages sustained by reason of the foregoing attestations; & no other person or corporations appearing to claim damages than those to whom damages are above awarded, and no other person or corporations in the opinion of the Commissioners being entitled none are awarded. —

Two sluice ways will be required between stations No 102 & No 103 of the following dimension (viz) one of said sluices to be three feet between the abutment wall & three feet high in the clear; the other sluice or the one near to No 102 to be two feet square in the clear.

And now it is ordered that the said towns of Chester & Blandford cause the road aforesaid which is within the limits of the said towns of Chester & Blandford to be worked, made, and



completed in the most faithful and workmanlike manner, and as follows, to wit: The said road must be thoroughly ploughed, where ploughing is practicable, and be thoroughly cleared of stones, stumps and roots. The top soil, where it is unsuitable for making a hard and permanent road, must be removed out of the traveled way, or may be used in embankment, if it be so placed as not to be within twelve inches of the surface of the road when finished. Where the materials within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least six inches of good gravel, or some other good material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of 18 feet for the traveled part of the road. Where the subsoil is sand, the said traveled part of the road, after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick, and afterward with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its centre to the height of 12 inches. And the traveled part thereof must be worked to the width of 18 feet except when otherwise ordered, exclusive of the side slopes and of the ditches; so that carriages and teams may pass with safety and convenience over any and every part of the 18 feet aforesaid. The said traveled part of the road must be worked in the centre of, and parallel to its location, without any regard ~~regard~~ to the additional widths laid out for -



materials in constructing the road, except near its angles, which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches, where they are needed, must be constructed entirely without the traveled part of the road of 18 feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty-four degrees, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the centre line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side. Over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditches will in no instance be allowed. On the side of hills, where the road is made partly by embankment and partly by excavation, the road must be crowned, in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the centre, and from thence to the exterior or downhill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty-five degrees; where the materials are loose gravel or sand, the angle must not exceed thirty degrees from a



horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveler; the railing must consist of straight handsome chestnut, or soft maple poles, not less in any part than five inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from centre to centre. Where the sides of embankments are constructed or secured with substantial well-laid stone walls, stones two feet high above the face of the road, and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splicings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles or joist, at least one foot in length, in such manner that the chamfered faces will fit and lie close together, with the iron bolt aforesaid passing directly through the center of said joining or splicing. Or a stone wall built in a substantial and workmanlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment with the interior or inside thereof, not less than 2 feet within the edge of the slope



of the embankment, and without, in any manner obstructing or interfering with said 18 feet for the travelled part of the road, where the sides of embankments are constructed, or secured with substantial, well-laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense this kind of structure will be required,) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular; the road need be worked to no greater width than twenty-two feet on the top or face of the embankment, to furnish a firm support to the railing and the 18 feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial, well laid stone abutments, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of 8 inches in addition; except the span of the arch or arches of a bridge, each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank. Whenever a bridge is covered with plank the top of the planking must be at grade, and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded - upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made 18 feet long, measured at right angles with the direction of the road, and be substantially and properly railed to the height of three feet, and to the <sup>width</sup> of not less than 18 feet between the railings clear of all obstructions. All necessary sluiceways - must be made of the same length as the bridge,



and be measured in the same manner, with good, firm, straight stone sides, or abutments not less than two feet apart, and 20 inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be crowned 8 inches in addition. The owners of land over which said road is located, retain the legal right to construct - cattle culverts, or farm bridges across and underneath the road for their accommodation and convenience, provided they do not thereby increase the ascent or descent in the grading of the road, as hereafter described and construct said culverts or bridges in manner prescribed for the bridges; and the said culverts when placed in must forever after be maintained by such owners, their heirs or assigns, in good repair, and in such condition as to render them safe and convenient for the traveler. In grading the road aforesaid, care must be used in front of any dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said building, in the best shape for placing in a bank wall if the owner of said building shall so elect, otherwise so to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto; provided, however, when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling-house or other building, it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing, (for in such case no railing can be allowed) and in such manner as to leave a passage ways



# And the summits or tops of said pins are the point of admeasurement for ascertaining the amount of excavation or embankment.

to and from said building as perfect and as nearly in their present shape as may be. Trees that have been planted or reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it.

And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings, intersections or connections therewith, as to render them perfectly safe and convenient for the traveler. —

And it is further ordered that the grading of new road aforesaid which lies within the towns of Chester + Blandford be so worked as not in any place to exceed the angles of ascent or descent from a horizontal line heretofore mentioned.

The grade pins are all placed in the centre of the new locations are all driven down to near the surface of the earth ~~and~~ The summits or tops of those pins that are at grade, in connection with the line of inclination, represent the base of the traveled part of the road, and the crowning of 12 inches required by this order is, in all cases, to be considered as placed on or above the tops or summits of said pins and line. The grade pins that are mentioned in this description as being numbered, have a stake driven by the side of them, — The admeasurement is given in feet and the decimal parts of a foot.

The several owners of land over which said road is located are allowed until the first day of June next to remove their wood, timber, fences, trees buildings &c — and it is ordered that the aforesaid Road be worked in a thorough skilful + workmanlike manner + made hard safe + convenient for the traveler to pass over, with their teams, horses + carriages,



+ that it be made + completed by the towns  
of Chester + Blandford on or before the first  
day of September. A.D. 1861 to the acceptance  
of the County Commissioners

Mellon, D. Parks }  
Henry Charles } County  
Henry Fuller } Commissioners

all of which by the report of said Commissioners  
filed among the proceedings on the aforesaid  
petition - fully appear, and this petition was  
continued to this meeting, and now the  
aforesaid report being read and considered  
is accepted and the alterations and specific  
repairs in and on the road established as  
and for a public highway. -

To the County Commissioners of the County of Hampshire. -  
We the subscribers inhabitants and legal voters  
of Blandford would respectfully represent that  
the Gore Road so called from Joseph Oatley's  
to Bela Siffany's is very hilly and subject to  
drifts in winter rendering it impassable a  
portion of the time - We believe that the public  
require a new location commencing on land  
of Johnson Siffany and running in a North  
Easterly direction across land of Johnson Siffany,  
James Stewart and W<sup>m</sup> Lavina Cannon to near  
the Episcopal Church also to make alterations  
in the present highway between the house  
of George C. Gibbs and the Gibbs Brook also to  
discontinue such portions of the old road as  
the new location will render useless to the  
public. We therefore request your Hon Board  
to view the above at your earliest convenience -

John Cropp et al Pet for  
new location ~~alteration~~  
+ discontinuance of High-  
way in Blandford

8

Blandford Oct 15<sup>th</sup> 1859

John Cropp + others

The foregoing petition was entered at a  
meeting of the County Commissioners holden  
at Springfield within + for said County  
on the first Tuesday October in the year of



our Lord Eighteen hundred and fifty nine at which meeting, The Commissioners, - deeming a view of the premises expedient, appointed Wednesday the twenty third day of November then next and nine o'clock in the forenoon, at the house of Joseph Oatty in Blandford as the time and place for viewing the premises; and caused a copy of said petition to be served upon the Clerk of the town of Blandford being the town within which such new location and alterations are prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in Blandford said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Republican a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view.

And on the said twenty third day of November the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the further consideration thereof was deferred till the next regular meeting of the Commissioners, held at Springfield aforesaid, on the fourth Tuesday of December then next, at which meeting the parties were heard, and after the hearing, said Commissioners proceed to consider and adjudicate upon the prayer of said petition, and after considering the same, said Commissioners did adjudge that common



convenience and necessity require that an alteration should be made in the highway from the house of George C. Gibbs to Gibbs brook: Also that the highway from Johnson Tiffanys to the Episcopal Church, can be so far amended by specific repairs as to supersede the necessity of locating a new highway as prayed for. — As by the report of said view and adjudication on file appears, and this petition was continued to the meeting of the County Commissioners, holden for said County on the Second Tuesday of April in the year of our Lord Eighteen hundred and sixty, at which meeting said Commissioners appointed Wednesday the sixth day of June then next and nine o'clock in the forenoon, at the house of Joseph Oatty in said Blandford, as the time and place when and where they would meet and proceed to locate said alterations and specific repairs, and the said Commissioners having given notice of the adjudication and the time and place appointed for locating said alterations & specific repairs in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view / except publishing an abstract of said petition instead of a copy thereof.) on the said sixth day of June, met and proceeded to locate as follows —

First, so much of the highway described in the foregoing petition as is included in the following limits is to be reconstructed graded and repaired in accordance with directions hereafter given, viz. commencing at a stake marked No 1 opposite the central Butternut tree of a groupe standing on the southerly side of the road near the barn of Johnson Tiffany, being the first groupe Easterly of said barn and extending Easterly along said highway five hundred and fifty feet to a stake marked No. 7. The alteration is located as follows, viz. —



Commencing at a stone monument on the  
 southerly side of the road from St Marks Church  
 to Huntington, at the junction of the road located  
 on petition of James Stewart & others then running  
 North forty nine and a quarter degrees West, one  
 hundred and seventy five feet to a stone:—  
 Then North sixty four and a half degrees West,  
 one hundred and fifty eight feet.— Then North  
 sixty six and two thirds degrees West, three hundred  
 and thirty nine feet.— Then North sixty and one  
 quarter degrees West, one hundred and eight  
 feet.— Then North sixty one and a half degrees  
 West, fifty three and a half feet. Then North  
 sixty eight degrees West, fifty one feet. Then South  
 sixty and a half degrees West, fifty three and a  
 half feet.— Then South fifty seven and one third  
 degrees West, fifty five feet. Then South thirty and  
 three fourths degrees West, one hundred and six  
 feet. Then South twenty six and one third degrees  
 West, one hundred and ninety eight feet.—  
 Then South thirty seven and one third degrees,  
 West, forty four and a half feet.— Then South  
 forty four and one sixth degrees West, forty six  
 feet. Then South fifty four and one third —  
 degrees West, thirty three feet.— Then South seventy  
 one and one third degrees West ninety six feet  
 to a stone monument on the Northerly side of  
 the road from St Marks Church to Huntington.  
 The lines are run and the bounds are set at  
 all of the angles on the Northerly or right  
 hand side of the highway, which is laid  
 four rods wide and is over land of W<sup>m</sup> Nye.  
 The County Commissioners having heard all  
 persons and Corporations interested in relation  
 to damages who expressed a desire to be heard  
 thereon consider and adjudge that the sum  
 of Two hundred and Seventy five dollars  
 be paid to William Nye in full compensation  
 for all damages he may sustain in consequence  
 of said location no other person or corporation  
 appearing to claim damages and no other



person in the opinion of the commissioners being entitled to damage none are awarded. — The several owners of land over which said road is located are allowed until the first day of August next to remove their wood, timber, fences, trees and crops thereon standing, and now it is ordered that the said town of Blandford cause the road aforesaid which is within the limits of the said town of Blandford to be worked, made, and completed in the most faithful and workmanlike manner, and as follows, to wit: The said road must be thoroughly ploughed, where ploughing is practicable, and be thoroughly cleared of stones, stumps and roots. The top soil, where it is unsuitable for making a hard and permanent road, must be removed out of the traveled way, or may be used in embankment, if it be so placed as not to be within twelve inches of the surface of the road when finished. Where the materials within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least 10 inches of good gravel, or some other good material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of 16 feet for the traveled part of the road. Where the subsoil is sand, the said traveled part of the road, after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick, and afterward with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its centre to the height of 10 inches. And the traveled part thereof must be



worked to the width of 16 feet, exclusive of the side slopes and of the ditches; so that carriages and teams may pass with safety and convenience over any and every part of the 16 feet aforesaid. In grading the road, care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches, where they are needed, must be constructed entirely without the traveled part of the road of 16 feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty-four degrees, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the centre line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side, over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills, where the road is made partly by embankment and partly by excavation, the road must be crowned, in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the centre, and from thence to the exterior or downhill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty-five degrees; where the materials are loose gravel or sand, the angle must not



exceed thirty degrees from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveller; the railing must consist of straight handsome chestnut poles, not less in any part than five inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from centre to centre. Where the sides of embankments are constructed or secured with substantial well-laid stone walls, stones two feet high above the face of the road, and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splicings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles or joist, at least one foot in length, in such manner that the chamfered faces will fit and lie close together, with the iron bolt aforesaid passing directly through the center of said joining or splicing. Or a stone wall built in a substantial and work-manlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment with the interior or inside thereof, not less than 2 feet within the edge of the slope of the



embankment, and without, in any manner obstructing or interfering with said 16 feet for the travelled part of the road. Where the sides of embankments are constructed, or secured with substantial, well-laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense this kind of structure will be required,) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular; the road need be worked to no greater width than twenty feet on the top or face of the embankment, to furnish a firm support to the railing and the sixteen feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial, well laid stone abutments, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of 8 inches in addition; except the span of the arch or arches of a bridge, each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank. Whenever a bridge is covered with plank the top of the plank must be at grade, and a stick of chestnut timber two inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to, and from said bridge. All bridges must be made twenty feet long, measured at right angles with the direction of the road, and be substantially and properly railed to the height of three feet, and to the width of not less than 16 feet between the railings clear of all obstructions; all necessary sluiceways must be made of the same length as



the bridge, and be measured in the same manner, with good, firm, straight stone sides, or abutments not less than two feet apart, and 20 inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be crowned 8 inches in addition. The owners of land over which said road is located, retain the legal right to construct cattle culverts, or farm bridges across and underneath the road for their accommodation and convenience, provided they do not thereby increase the ascent or descent in the grading of the road, as hereafter described, and construct said culverts or bridges in manner prescribed for the bridge; and the said culverts when placed in must forever after be maintained by such owners, their heirs or assigns, in good repair, and in such condition as to render them safe and convenient for the traveler. In grading the road aforesaid, care must be used in front of any dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said building, in the best shape for placing in a bank wall if the owner of said building shall so elect, otherwise so to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto; provided, however, when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling-house or other building, it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing, (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as



perfect and as nearly in their present shape as may be

Trees that have been planted or reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it.

And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings, intersections or connections therewith, as to render them perfectly safe and convenient for the traveler.

And it is ordered that the grading of the aforesaid road near the House of Johnson Tiffany be so worked, as not in any place to exceed the angles of ascent or descent from a horizontal line hereafter given. —

The grade stakes from Station No. 1 aforesaid to Station No. 7 are set on the right hand or southerly side of the present traveled path and the centre of said traveled path opposite said stakes is the point of admeasurement for ascertaining the amount of excavation or embankment. —

Those points in the present traveled path opposite the grade stakes that are at grade in connection with the line of inclination represent the base of the traveled part of the road, and the covering of ten inches required by this order is in all cases to be considered as placed on or above said line.

The admeasurements are given in feet and decimal parts of a foot, and said grading is as follows, viz commencing at a point midway between Station No. 1, and 2, which is at grade at the centre of the traveled path



opposite Station No. 2 fill 2.75 ft, at Station No. 3 grade, at Station No. 4 fill 3.50 ft, at Station No. 5 cut 1.50 ft, at Station No. 6 cut 1.50 ft, at Station No. 7. grade. —

The inclination of the road when completed is to be as follows, viz from a point midway between Station No. 1 and 2 to Station No. 3 or to the top of the planking at the westerly end of the bridge, four degrees descending, from a point fourteen feet easterly of Station No. 3 (or the top of the planking at the easterly end of the bridge aforesaid) to Station No. 7. Three degrees ascending.

The wing walls from the abutments of the bridge at Station No. 3 are to be taken down four feet from the top of the present walls and to be rebuilt from thence to the top of the road bed when finished in the following manner, viz Stones not less than three feet long are to be laid on top of the wall left standing from thence to the top the walls are to be built according to the printed specifications heretofore given for building embankment walls. —

And it is further ordered that the grading of the alteration heretofore mentioned commencing at the termination of the road laid on the petition of James Stewart and others and extending westerly about fourteen hundred feet be so worked as not in any place to exceed the angles of ascent or descent from a horizontal line hereafter mentioned the grade stations are one and a half rods from the easterly side of the location except at the commencement, the point of changing from a northerly to a southerly direction, and at the termination. The stations that are at grade in connection with the line of inclination represents the base of the traveled part of the road and crowning of ten inches required by this order is in all cases to be



considered as placed on or above said line the admeasurements is given in feet and decimal parts of a foot and the said grading is as follows. Viz,

Commencing at station No. 1, which is opposite the monument at the commencement near the culvert on the old road grade at No 2 fill one foot, at No 3 fill 4.20, at No. 4, grade, No 5 and 6 grade, at No. 7, fill 5.00 ft, at No 8 fill 2.57 ft, at No. 9, cut, 86 ft, at No 10, cut 4.19 ft, at No 11 and 12 grade, at No 13 fill 50 ft, at No. 14, cut, 1.00 ft, at No. 15, and, 16, grade.

The inclination of the road when completed is to be as follows viz. from station No. 1, to station No 2 four degrees from No. 2, to No. 4, four degrees and forty five minutes from station No. 4, to station No. 6, four degrees, from station No. 6, to station No. 7, four degrees and a half, from station No. 7, to station No 11 six degrees fifteen minutes, from station No. 11, to station No. 12, four degrees forty five minutes from No. 12 to station, No. 13, five degrees and forty five minutes, from station No. 13, to station No. 14, five degrees and forty minutes, from station No 14 to station No. 15, four degrees and forty five minutes, from station No. 15, to station No. 16, three degrees and forty five minutes. The foregoing grades from station No 1 to station No 16 inclusive are all ascending

The centre of the road bed at the commencement of the location at station No 1 is to be constructed, at the distance of thirty seven feet from the monument, and the road bed on the old road at the point of connection with the new location must be reconstructed, so as to make proper connections with the new road so that the same shall be safe and easy for travel in either direction from the new road to the old road. The road bed at a point opposite the monument, at the large chestnut tree



at the point of changing from a northerly to southerly direction must be constructed in the centre of the location and the centre of the traveled path of the remainder thereof must be constructed at the distance of one and a half rods from the Easterly side except such parts only as shall be necessary to make the turnings as gradual and easy as possible at the angles and points of connecting with the old roads.

- A cattle pass five feet high in the clear and four feet in the clear between the abutments, will be required between Stations No. 6 and 7 to be constructed in all particulars according to the printed Specifications heretofore given in regard to bridges.

And it is ordered that the aforesaid road be worked in a thorough skillful and workmanlike manner and made hard safe and convenient for the traveler to pass over with their teams horses and carriages, and that it be made and completed by the Town of Blandford before the first day of November, A.D. 1860 to the acceptance of the County Commissioners.

Nelson, D. Parks } County  
Henry Charles } Commissioners  
Henry Fuller }

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition - fully appear, and this petition was continued to this meeting, and now said report being read and considered is accepted, and the alterations of said road and specific repairs on said road established as and for a public highway. -



Charles Stoddard & others  
Pet for alter of Highway in  
West Springfield  
13

To the County Commissioners of the County of Hampden.  
The undersigned citizens of West Springfield represent  
that the highway between the house of Alvin Sibley  
and a point in the highway six rods East of  
the house of Nathaniel Noble in West Springfield  
is unnecessarily crooked and in some  
parts inconveniently narrow, and also  
that more earth is needed to complete  
the embankment required by the Commissioners  
order of 1859. The undersigned do therefore  
pray that your Honorable Board would  
view the premises straighten the highway  
by widening it on the South side and  
order such other alterations and improvements  
as to you may seem proper.

March 9, 1860 -

Charles Stoddard & others

The foregoing petition was entered at a  
meeting of the County Commissioners holden  
at Springfield within and for said County  
on the fourth Tuesday of December in the  
year of our Lord Eighteen hundred and fifty  
nine, and by adjournment on the twentieth  
day of March, A.D. 1860. at which meeting,  
The Commissioners, deeming a view of the  
premises expedient, appointed Saturday, the  
twelfth day of May then next and ten  
o'clock in the forenoon, at the house of Horace  
S. Miller in West Springfield as the time  
and place for viewing the premises; and  
caused a copy of said petition to be served  
upon the clerk of the town of West Springfield  
being the town within which such (alterations) is  
prayed for, thirty days at least before the  
time appointed for said view; and also  
caused abstracts of said petition, containing  
the substance thereof, to be posted in two  
public places in said town; and also gave  
notice to all persons interested by causing  
a copy of said petition to be published three  
weeks successively in the Springfield Republican



a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view.

And on the said twelfth day of May the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the same time of said view; and having heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said Commissioners did then and there adjudge that common convenience and necessity require that the prayer of the petition be granted, and at the time of view of said Highway and alterations prayed for, no person or corporation interested appearing to object, the County Commissioners proceeded to lay straighten and widen said Highway as prayed for as follows (Viz, commencing at a Stone Monument on the Southerly side of the Highway, at the North Easterly corner of a lot of land belonging to Alvan Sibley; then running South, Eighty two degrees & thirty five minutes. East on land belonging to the heirs of Ezekiel Sibley, three hundred and eighty seven and a half feet to a stone - Then South Seventy nine and five sixths degrees East on said heirs land two hundred and nineteen feet to a stone monument on the Southerly side of the Highway; and the additional width of Highway embrace all of the land lying between the lines as run



and the southerly side of the present or old road. The heirs of the said Ezekiel Sibley are allowed till the first day of October next, to remove all trees, fences or walls. The County Commissioners having heard all persons and corporations interested in relation to damages, who expressed a desire to be heard thereon consider & adjudge that the sum of Eight dollars be paid to the heirs aforesaid in full compensation for all damages they may sustain in consequence of said alteration, and no other persons or corporations being entitled to damages and none are awarded.

Nelson D. Parks } County  
 Henry Charles } Commissioners  
 Henry Fuller }

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition, fully appear, and this petition was continued to this meeting, and now the aforesaid report being read and considered is accepted, and the alterations of said road established as & for a public highway. —

J. M. Foster M.D. is appointed Physician at the jail & House of Correction for one year from the first day of July 1860, at a salary of one hundred dollars a year payable quarterly.

Addison M. Bradley is appointed messenger to the Courts from & after the first day of July 1860 at a salary of six hundred dollars a year payable quarterly. —

The County Treasury is authorized to borrow a sum not exceeding five thousand dollars at the Chicopee Bank in anticipation of the payment of the taxes and give the notes or notes of the county therefor.



192

Elijah Blake is appointed Keeper of the Court Square at a salary of five dollars a year to commence April 1<sup>st</sup> 1860.

Ordered that Elijah Blake be directed to remove from Court Square, such trees as in his judgment interfere with the fence and such other ones as in any manner mar the beauty of the grounds.

## Rules for the Government of the House of Correction in Hampden County.

### Rule I.

Article 1. Prisoners shall make no unnecessary noise, nor speak or communicate with each other in any manner, nor speak to any person, (except their counsel before trial or the officer connected with the prison) unless it be with the leave of the Keeper or person in charge of their work at the time, and in his presence and hearing. Nor shall they send or receive any letter until the same has been read by the Keeper, nor send or receive any article until the same has been examined by the Keeper.

### Rule II.

Article 1. Prisoners will rise in the morning when the first bell rings. They will sweep and dust their cells - make their beds in a neat and tidy manner, and not use them before night without permission of the Keeper.

Article 2. After putting their cells in order they will place themselves at their doors, in readiness to go and empty their buckets as soon as the doors are unbolted; when the buckets are discharged the prisoners will wash themselves, form in a line, - proceed in order to the ration table, take their breakfast, carry it to their cells, close



the door, and not open it without leave of the Keeper except to go to the privy, and then only when necessary.

Article 3. When the second bell rings the cell doors will be opened and the prisoners will all form in line facing the officers, and will proceed in order with their arms folded, to the workshops.

#### Rule III

Article 1. While in the shops the prisoners will perform such part of the labor and in such places as the overseer or other officer in charge of the shop at the time shall direct; they will also be diligent at labor, and not gaze about the shop.

Article 2. When the bell rings for dinner the prisoners will stop work, wash themselves as they are told, form in line in the order directed and proceed with their arms folded to the ration table, take their dinner, repair to their cells in the same order as above directed, close and bolt their cell doors till they are bolted.

Article 3. At one o'clock, when the bell rings, and the cell doors are opened, the prisoners will go to the work-shops in the same order as in the morning.

#### Rule IV

Article 1. When the bell rings for supper the prisoners will proceed as at noon, wash themselves, form in line, procure their supper, and go to their cells for the night.

#### Rule V

Article 1. When prisoners are too unwell to labor, they will inform the overseer who will make report to the Keeper, and upon permission of said Keeper they will be allowed to remain in their cells until the Keeper or physician shall otherwise order.

Article 2. Every prisoner shall bathe at least



once in each week, unless the Keeper or physician shall otherwise direct; and it shall be done in such time and in such manner as the Keeper shall order.

Article 3. All able bodied convicts shall be kept constantly at work during the ordinary hours of work on week days; except on Thanksgiving days, National or State Fasts or National or State Holidays.

Article 4. Prisoners are not allowed to mark or deface the walls, furniture or books, or to spit in any place but the spittoons, or lie on the bed with their boots or shoes on.

#### Rule VI

Article 1. All prisoners must attend religious services on the Sabbath unless excused by the Keeper. All books taken from the Library must be returned on the Sabbath following such taking.

#### Rule VII

Article 1. Every prisoner for any damage done purposely to the prison, prison cells, furniture, bedding, library books, or articles or property upon which they work, will be punished by Solitary Confinement.

Article 2. Any prisoner wasting or making improper use of his food or water, the Keeper may deprive him of one day's rations or punish otherwise at discretion.

Article 3. The washing, ironing and mending for the prisoners shall be done by the prisoners under the care of the matron; also all sewing.

Article 4. The lights in the cells must be put out at or before nine o'clock.

#### Rule VIII

Article 1. Hereafter new clothing will not be furnished to prisoners at the time of their discharge.

Article 2. All prisoners are required to wear the uniform furnished by the Keeper.



during the term of their imprisonment.

Article 3. No additions to the rations of the prisoners are to be allowed.

Article 4. No prisoner will be allowed to use tobacco either in the work shop or in any other apartment of the prison.

Article 5. The whole conduct of the prisoners must be orderly and quiet and in strict obedience to the rules for the government of the prison.

## IX

Article 1. The punishment for the violation of any of the above rules (unless specially excepted) will be confinement in the dungeon as required by law.

Article 2. Each prisoner must carefully post up and preserve a copy of the foregoing Rules in his cell.

Springfield, Aug. 1. 1860.

Nelson, D. Parks	} County Commissioners
Henry Charles	
Henry Fuller	

Sundry accounts against the County being now presented for allowance amounting to the sum of three thousand four hundred thirty seven dollars and seventy cents are allowed and ordered to be paid from the County treasury. —

Hampden, ss. September 5<sup>th</sup> 1860

Judgment is entered up according to reports &c. and all matters not acted upon are ordered to be continued and this meeting is adjourned without day. —

Attest  
Wm. Morris Clerk





HALL OF JUSTICE  
50 STATE STREET  
SPRINGFIELD, MA 01103-2021

*The Commonwealth of Massachusetts*  
COUNTY OF HAMPDEN  
REGISTER OF DEEDS  
DONALD E. ASHE

TELEPHONE  
(413) 755-1722 / 784-0479  
FAX (413) 731-8190

*[Handwritten signature]*



Commonwealth of Massachusetts  
Hampden. ss

At a meeting of the County Commissioners, begun and holden at Springfield within and for the County of Hampden on the first Tuesday of October, being the second day of the month, and from day to day to the fifth day of said month and by adjournment on the seventeenth day of said month to the eighteenth day of said month and by adjournment on the thirtieth day of said month to the thirty first day of said month and by adjournment on the fourteenth day of November and by adjournment on the eleventh day of December, and from day to day to the thirteenth day of said month of December, in the year of our Lord one thousand eight hundred and sixty.

Present,

Nelson, D. Parks Esquire	} County Commissioners
Henry Charles . . .	
Henry Fuller . . .	

Austin Sackett vs  
Pet for a jury

7

To the Hon. County Commissioners for the County of Hampden. -

Your petitioner respectfully represents that a Highway recently located on the petition of Nathaniel Chapin & others in the town of Westfield, passes over land of your petitioner & he feels aggrieved by the estimate and appraisal of damages assessed by your Hon. Board for the damages sustained by him by reason of said location of said Highway across the land aforesaid of said petitioner - Your petitioner therefore respectfully asks that a jury may after proper proceedings be called out to assess the damage of your petitioner in the premises. -

Springfield May 18<sup>th</sup> 1859

Austin Sackett

By H. Fuller. his atty.

The foregoing petition was entered at a meeting



of the County Commissioners. Holden for said County on the second Tuesday of April, in the year of our Lord Eighteen Hundred and fifty nine, and this petition was continued from meeting to meeting to this meeting, and now it is ordered by the Commissioners, that the aforesaid petition be dismissed.

To the County Commissioners of the County of  
Hampden.

Selectmen of West-  
Springfield. Pet for aid

11

The undersigned, Selectmen of the Town of West-Springfield, respectfully ask leave to state, that the highway leading from Westfield to Springfield, through the Town of West-Springfield is the main route to Springfield, from the Towns of Westfield, Montgomery, Chester, Holland, Granville, Blandford, Russell, and a part of Southwick, all in Hampden County and consequently a very large amount of travel passes over this road every year. They ask leave also further to state that Satham Hill on this route is situated in the western part of the Town of West-Springfield, so that only a very few families belonging in this Town, have frequent occasion to travel this part of the road. Indeed it is believed that nine tenths, and perhaps nineteen twentieths of all the travel over this Hill is by persons not living in West-Springfield. The specific repairs directed to be made at this Hill, by the order of your board issued in the month of May last, and which the public convenience seems to have required for several years, will occasion a very considerable bill of expense. The circumstances of the case are such as, in the judgment of the undersigned, clearly bring it within the provisions of the Statute, authorizing the County Commissioners in certain cases, to apportion a part of the expense to the County. The



undersigned do, therefore, respectfully petition the Commissioners to apportion to the County as large a part, as may be lawful, of the expense incurred in making the specific repairs at Latham Hill.

Dec 12<sup>th</sup> 1859. Riley Smith } Selectmen  
S. B. Day }  
Daniel Ashley } West Springfield

We approve of the foregoing petition of the Selectmen of West-Springfield

David Moseley } Residents  
S. B. Blood }  
Hiram Hull } Westfield

The foregoing petition was entered at a meeting of the County Commissioners, holden for said County on the fourth Tuesday of December in the year of our Lord Eighteen hundred and fifty nine, and this petition was continued from meeting to meeting to this meeting, and now the Commissioners passed the following order on the aforesaid petition.

Viz: "Ordered that the Inhabitants of West Springfield be paid the sum of two hundred dollars, from the County Treasury, to defray in part the expenses arising by virtue of an order issued by the County Commissioners for grading Latham Hill

" Nelson D. Parke } County  
" Henry Charles } Commissioners  
" Henry Fuller }

John B. Morris & als Pet  
for alter of highway in Long  
meadow & Wilbraham & for  
establishing bounds of Common  
in Wilbraham

To the County Commissioners of the County of Hampshire  
The undersigned Citizens of Wilbraham-South parish  
would most respectfully represent that the road  
leading from Springfield, through a portion of  
Longmeadow, and the village of the South parish  
of Wilbraham is in places narrow and crooked,  
also that in and through the said village of  
South Wilbraham individuals are obstructing by  
placing fences and other obstructions on the  
public common - We therefore would ask your



board to view said road starting from near the house of Joseph Bowers in said Longmeadow and terminating at or near the house of Miss Experience Stebbins in the village of South Wilbraham and make such alterations and new laying of road as you may think proper and also establish the bounds of said public common in the village of said South Wilbraham

South Wilbraham }  
March 20, 1860 } John B. Morris & others,

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the fourth Tuesday of December, in the year of our Lord Eighteen hundred and fifty nine, and by adjournment on the twentieth day of March in the year of our Lord Eighteen hundred and sixty, - at which meeting, the Commissioners, deeming a view of the premises expedient, appointed Tuesday, the fifteenth day of May then next, and ten o'clock in the forenoon, at the house of John McBray in Wilbraham as the time and place, for viewing the premises; and caused a copy of said petition to be served upon the clerks of the towns of Longmeadow and Wilbraham, being the towns within which such alterations and new ways are prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said towns; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Republican a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner



as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said fifteenth day of May, the commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the further consideration thereof was deferred till the next regular meeting of the commissioners, held at Springfield aforesaid, on the fourth Tuesday of June then next, at which meeting the parties were heard, and after the hearing, said commissioners proceed to consider and adjudicate upon the prayer of said petition, and after considering the same, said commissioners did adjudge that the prayer of the petition be granted, as by the report of said view & adjudication on file appears. And, said commissioners thereupon appointed Thursday the thirtieth day of August then next and eight o'clock in the forenoon, at the house of William P. Chaffee in said Wilbraham as the time and place when and where they would meet and proceed to locate said alterations, and the said commissioners having given notice of the adjudication and the time and place appointed for location, in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof,) on the said thirtieth day of August met and proceeded to locate said alterations as follows, to wit, - Commencing at a stone monument standing on the Northerly side of the road, at a point seven and a half feet Southerly of the South Westerly corner of the dwelling-house belonging to the heirs of Calvin Stebbins: then running North seventy four and a half degrees West, seven hundred and ninety four feet, to a stone: - Then North seventy two



degrees West, one hundred and Seventy Seven feet  
to a stone:— Then North Seventy eight degrees  
West one hundred and ninety nine feet to  
a stone on the line between John R. and the  
Heirs of Stephen S. West:— Then North eighty four  
and a quarter degrees West, ninety four feet  
to a stone then North Eighty five and three quarter  
degrees, West, sixty nine feet to a stone:— Then  
North eighty nine degrees West, one hundred  
and thirty nine feet, to a stone bearing from  
the South Westerly corner of the dwelling-house  
belonging to the Heirs of Stephen S. West, South fifty  
five degrees, West thirty five feet distant: Then  
South eighty six and a quarter degrees West, two  
hundred fifty six and a half feet to a stone  
in line between the Parsonage and the heirs  
of Aaron Warrens land: Then South eighty five  
and a half degrees West, three hundred and  
eighty feet: Then South Eighty six and a half  
degrees West, one hundred and ninety four  
feet to a stone near the line between S. C.  
Spelman and Marcus Beebe's land— Then South  
eighty five and a quarter degrees, West Three  
hundred and fifty one feet to a stone. —  
Then South eighty eight and a half degrees West,  
three hundred and four feet to a stone.  
Then South eighty nine degrees and thirty five  
minutes West, three hundred and seven feet  
to a stone:— Then due West, three hundred and  
fifty feet to a stone:— Then North Eighty eight  
and a half degrees West, two hundred and  
forty one feet to a stone, standing forty feet  
South of the South West corner of Gideon Dags  
dwelling-house in range of the West side:—  
Thus far the lines are run and the bounds  
are set, on the Northerly or right hand side  
of the location, and the width of the same  
is to be such as is herein after described:  
and the lines of that part of the highway  
Westerly of the last course and distance are  
run in the center of the same and the



monuments are set on the Northerly or right  
 hand side at the distance of one and a  
 half rods from the lines as run and at right  
 angles with the back courses; except the last  
 ten monument, which are set at right  
 angles with the forward courses: Then South  
 Sixty four and a half degrees West, three hundred  
 and thirteen feet to a point opposite a stone.  
 Then South Seventy two degrees, West one hundred  
 and sixty nine feet: Then South Seventy nine  
 degrees West, Six hundred and Seventy feet:  
 Then South eighty one degrees West, two hundred  
 and eighty nine feet. Then South sixty seven  
 and a half degrees West, Eighty seven feet:  
 Then South Fifty four degrees and thirty five  
 minutes West, two hundred and seventy  
 nine feet: Then South fifty nine and five  
 sixths degrees, West, four hundred and thirty nine  
 feet: Then South sixty two and five sixths  
 degrees, West, two hundred and eighteen  
 feet: Then South, fifty one and a half  
 degrees, West, three hundred and fourteen  
 feet to a point opposite a hole drilled in  
 the top of the ledge. — Then South fifty and  
 one sixth degrees West, four hundred and  
 twenty four feet, to a point opposite a stone.  
 Then South forty six and a half degrees West,  
 one hundred and eighty one feet: Then South  
 forty eight and three quarter degrees West, one  
 hundred and sixty eight feet: Then South  
 fifty five and a half degrees West, one  
 hundred and sixty nine feet: Then South  
 seventy six and a half degrees West, one  
 hundred and fifty eight feet: Then South  
 seventy eight and two thirds degrees West, one  
 hundred and thirty three feet: Then North  
 eighty seven and five sixths degrees West, one  
 hundred and twelve feet — Then North Seventy  
 nine and one sixth degrees, West Eighty feet:  
 Then North Seventy one and one third  
 degrees West, sixty feet: Then North Seventy



degrees West, ninety eight feet - Then North  
Seventy seven and three quarter degrees,  
West, fifty seven feet. Then South eighty  
six and five sixths degrees West, fifty seven  
feet - Then South Seventy two degrees West  
fifty one feet - Then South fifty nine  
degrees West fifty feet - Then South forty  
two and two thirds degrees West, sixty two  
and a half feet, - Then South forty and  
one third degrees West, fifty nine feet -  
Then South fifty six and one third degrees  
West forty five feet. Then South eighty four  
and three quarter degrees, West, forty five  
feet, - Then North Seventy nine and  
three quarter degrees West, sixty two feet,  
to a point in the center opposite a stone  
monument on the northerly side of the  
road at the foot of the hill Easterly of  
the dwelling house of John McCrays.

All that part of the foregoing highway  
Westerly of the North Westerly corner of  
the South Wilbraham Manufacturing Co.'s  
Factory Building, is laid three rods wide;  
and all that part of the foregoing highway,  
Easterly of the North Westerly corner of the  
said Factory Building, is three rods in  
width including also, as highway and  
common, all the land lying between the  
southerly line of the highway of three rods  
in width, and the following described  
lines and bounds to wit: Commencing  
at the North Westerly corner of the aforesaid  
Company's Factory Building, on the southerly  
side of the road, then running, (according  
to the bearing as taken from said Building)  
Due East, Seventeen hundred twenty six  
and a quarter feet to a stone three feet  
northerly of the North East corner of William  
P. Spelmans Store in range of the Easterly side;  
Then South sixteen and a half degrees West,  
one hundred and fourteen feet, to a stone;



Then North Sixty four and a half degrees East,  
 four hundred and thirty feet to a stone;  
 Then North Seventy six and a quarter degrees  
 East, one hundred and four feet to a stone;  
 Then North eighty five and three quarter degrees  
 East, thirty feet to a stone; Then due East,  
 one hundred and thirty five and a half feet  
 to a stone monument on the South side of  
 the highway, meaning to include as highway  
 and Common all the land lying between the  
 aforesaid Northerly and Southerly lines; the  
 transverse measure being from the outside of  
 the monuments. —

Also another alteration,

Commencing at a stone monument standing  
 on the Southerly side of the road leading from  
 Longmeadow to Wilbraham, near the dwelling  
 House of Justus Pease; then running South forty three  
 and one sixth degrees East, Sixty one feet, to a  
 Stone or land belonging to the heirs of David  
 A. Stebbins; Then South nineteen and one  
 third degrees East, Sixty six feet to a stone on  
 the Westerly side of the road leading from  
 North to South Wilbraham.

The lines are run, and the bounds are set,  
 on the Southerly and Westerly or right hand  
 side of the increased width of highway, which  
 embraces all the land lying between the lines  
 as run, and the old roads.

The foregoing is an alteration and is over  
 land of the heirs of David, A. Stebbins.

And now it is ordered that the said town  
 of Wilbraham cause the road aforesaid which  
 is within the limits of the said town of  
 Wilbraham to be worked, made, and completed  
 in the most faithful and workmanlike manner,  
 and as follows, to wit: The said road must  
 be thoroughly ploughed, where ploughing is  
 practicable, and be thoroughly cleared of  
 stones, stumps and roots. The top soil, where  
 it is unsuitable for making a hard and permanent



road, must be removed out of the traveled way, or may be used in embankment, if it be so placed as not to be within twelve inches of the surface of the road when finished. Where the materials within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least 10 inches of good gravel, or some other good material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of 18 feet for the traveled part of the road. Where the subsoil is sand, the said traveled part of the road, after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick, and afterwards with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its center to the height of 12 inches. And the traveled part thereof must be worked to the width of 18 feet, exclusive of the side slopes and of the ditches; so that carriages and teams may pass with safety and convenience over any and every part of the 18 feet aforesaid. The said traveled part of the road must be worked according to specifications hereafter given, without any regard to the additional widths laid out for materials in constructing the road, except near its angles, which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than three and three quarter



degrees. The side ditches, where they are needed, must be constructed entirely without the traveled part of the road of 18 feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty-four degree, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the centre line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side. Over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills, where the road is made partly by embankment and partly by excavation, the road must be crowned, in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the centre, and from thence to the exterior or down-hill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty-five degrees; where the materials are loose gravel or sand, the angle must not exceed thirty degree from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveller; the railing must consist of straight handsome chestnut poles, not less in any part than nine inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road



not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from centre to centre, where the sides of embankments are constructed or secured with substantial well-laid stone walls, stones two feet high above the face of the road, and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid.

All joinings or splicings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles or joist, at least one foot in length, in such manner that the chamfered faces will fit and lie close together, with the iron bolt aforesaid passing directly through the center of said joining or splicing. Or a stone wall built in a substantial and workmanlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment with the interior or inside thereof, not less than 2 feet within the edge of the slope of the embankment, and without, in any manner obstructing or interfering with said 18 feet for the travelled part of the road. Where the sides of embankments are constructed, or secured with substantial, well-laid stone walls instead of the earth slopes before mentioned / and where the materials can be obtained at a reasonable expense this kind of structure will be required, ) said walls must be battered back towards the embankment from a perpendicular line



at the rate of two inches to one foot in height the inner face thereof being perpendicular; the road need be worked to no greater width than twenty two feet on the top or face of the embankment, to furnish a firm support to the railing and the 18 feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial, well laid stone abutments, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of 12 inches in addition; except the span of the arch or arches of a bridge, each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank, whenever a bridge is covered with plank the top of the planking must be at grade, and a stick of chestnut timber two inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty two feet long, measured at right angles with the direction of the road, and be substantially and properly railed to the height of three feet, and to the width of not less than 18 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner, with good, firm, straight stone sides, or abutments not less than two feet apart, and 20 inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be crowned 12 inches in addition. The owners of land over which said road is located, retain the legal right



to construct cattle culverts, or farm bridges across and underneath the road for their accommodation and convenience, provided they do not thereby increase the ascent or descent in the grading of the road, as hereafter described. and construct said culverts or bridges in manner prescribed for the bridge; and the said culverts when placed in must forever after be maintained by such owners, their heirs or assigns, in good repair, and in such condition as to render them safe and convenient for the traveler. In grading the road aforesaid, care must be used in front of any dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said building, in the best shape for placing in a bank wall if the owner of said building shall so elect, otherwise so to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto; provided, however, when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose, whenever an embankment is directed in front of a dwelling-house or other building, it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing. (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said buildings as perfect and as nearly in their present shape as may be. Trees that have been planted and reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they



furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it. And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings, intersections or connections therewith, as to render them perfectly safe and convenient for the traveler, and it is further ordered that the grading of the road aforesaid which lies within the town of Milbraham be so worked as not in any place to exceed the angles of ascent or descent from a horizontal line heretofore mentioned. In making the increased width of Road bed care must be taken that it be added to that side of the present traveled path which will carry the road bed when completed nearest to the centre of the location.

That portion of the old road lying between the "Seach place" so called and the westerly end of the survey is to be reconstructed and graded as aforesaid in the centre of the location.

That portion of the road lying between the house of Luther Sage and the South Milbraham manufacturing Co's Stone Factory building is to be reconstructed graded and repaired as aforesaid by building an embankment wall in accordance with the printed specifications, in front of Joseph Cunningsham's black Smiths Shop as near parallel as may be with the side line without unnecessary curvature and thirty six feet distant, from the northerly side line with the westerly end properly joined to the repairs aforementioned and the easterly end joined to the present traveled path, all other portions of the old road embraced in the petition and



not particularly specified above lying between the house of Justus Pease, and the house belonging to the heirs of Calvin Stebbins deceased is to be put in a thorough state of repair.

The County Commissioners having heard all persons and corporations interested in relation to damages, who expressed a desire to be heard thereon consider and adjudge that the sum of one hundred dollars be paid to the South Parish of Wilbraham Congregationalist Society, and the sum of sixty dollars be paid to Marcus Beebe, and the sum of one hundred and twenty five dollars be paid to Solomon C. Spellman, and the sum of twenty five dollars be paid to the heirs of David A. Stebbins in full compensation for all damage they may sustain in consequence of said alterations no other person in the opinion of the Commissioners being entitled to damage none are awarded. —

The County Commissioners do further adjudge that the sum of twenty five dollars be paid to the heirs of Aaron Warren to compensate them for moving their fence back on to the line of the highway in front of their dwelling house. —

The several owners of land over which said road passes are allowed until the first day of June next to remove their timber trees buildings, fences and crops.

And it is ordered that the aforesaid road be worked in a thorough skillful and workmanlike manner and made hard safe and convenient for travelers to pass over with their teams horses and carriages and that it be made and completed by the town of Wilbraham before the first day of September A.D. 1861 to the acceptance of the County Commissioners. —



Henry Fuller Esq. one of the County Commissioners being unable to attend Charles C. Wright one of the special commissioners was notified and served in his stead.

Nelson, D. Parks } County  
Henry Charles } Commissioners  
Chas. C. Wright } Special Commissioners

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition, fully appear, and this petition was continued to this meeting. And now said report being read and considered is accepted and the location and alterations of the road as aforesaid established as and for a public highway, —

Warren Frost & others  
for a new highway, alter  
& discont. of highway in  
Longmeadow & Wilbraham

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To the County Commissioners of the County of Hampden  
The undersigned Citizens of Longmeadow and  
Wilbraham would respectfully represent that  
in their opinion the public convenience and  
necessity require that a new road should be  
constructed commencing near the house of  
Lutie Pease in S. Wilbraham and running Westerly  
so as to intersect with the road leading from  
Longmeadow, near the house of Edwin Indicott  
and also that the road from thence to Springfield  
is circuitous and in some portions of the year  
nearly impassable near the house of A. J. Tuttle.  
The undersigned would therefore pray that  
your Honorable body would assign a time  
as early as may be, to view said route and  
if in your judgment such road and alterations  
are demanded that measures may be taken  
for their speedy construction and the discontinuance  
of such portions of the old road as your body  
may deem proper

Warren Frost & others

The foregoing petition was entered at a meeting  
of the County Commissioners holden at Springfield



within and for said County on the second Tuesday of April in the year of our Lord Eighteen hundred and sixty, at which meeting, The commissioners, deeming a view of the premises expedient, appointed Wednesday, the thirtieth day of May then next, and ten o'clock in the forenoon, at the house of Abel H. Catkins in Longmeadow as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerks of the towns of Longmeadow and Wilbraham being the towns within which such new road and alterations are prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said towns; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in Springfield Republican a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view.

And on the said thirtieth day of May the commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the further consideration thereof was deferred till the next regular meeting of the commissioners, held at Springfield aforesaid, on the fourth Tuesday of June then next, at which meeting the parties were heard, and after the hearing, said commissioners proceed to consider and adjudicate upon the prayer of said petition, and after considering the same, said commissioners



did adjudge that so much of the prayer of the petition, should be granted as relates to alterations and discontinuance between the Baptist Meeting House in the Hatchong School district and the village of East Longmeadow, as by the report of said view and adjudication on file appears, and, said commissioners thereupon appointed Tuesday the twenty ninth day of August, then next and nine o'clock in the forenoon, at the house of Warren Foster in said Longmeadow as the time and place when and where they would meet and proceed to locate said alterations and discontinuances, and the said commissioners having given notice of the adjudication and the time and place appointed for locating said alterations and discontinuances in the same manner as the notice and publication was given and made, and as is by law, in such case made and provided, before proceeding to view, (except publishing an abstract of said petition instead of a copy thereof,) on the said twenty ninth day of August met and proceeded to locate as follows:

"The alteration is located as follows, viz commencing at a point twenty four and three fourths feet Northerly of a stone monument, standing on the southerly side of the road from Somers, Conn to Springfield; at a point three feet southerly of a point, sixty one feet from the North Easterly corner of A. J. Suttles dwelling house, in range of the Northerly side. Then running South Seventy degrees East, two hundred and sixty one feet, to a point in the center opposite a stone: - Then South sixty one degrees and eighteen minutes East, Eleven hundred and eighty one feet to a point opposite a stone on land of Henry McGregory, near the Westerly side of the old road: - Thus far the location is over land of Mrs Keeney, Wm and Eunice Law, Henry McGregory, and the old road: - Then South sixty and two thirds



degrees East, two hundred and ninety two feet;  
Then South Sixty four and one sixth degrees  
East, one hundred and sixty feet to a point  
opposite a Stone in range of the line between  
Warren Frost and Seth Pease's land: Then  
South Sixty seven and a quarter degrees East,  
Eight hundred and forty three feet: Then  
South Sixty nine and one sixth degrees East,  
four hundred and two feet: Then South  
Sixty eight degrees and thirty five minutes  
East, six hundred and thirty five feet, to  
a point opposite a Stone monument on the  
Southernly side of the old road. — The lines are  
run in the center of the foregoing location, and  
the bounds are set on the Southernly or right  
hand side, at the distance of one and a  
half rod from the lines as run; and at  
right angles with the back courses; the highway  
being laid three rods wide. The last five  
courses and distances are over the present  
road. —

And now it is ordered that the said town  
of Longmeadow, cause the road aforesaid which  
is within the limits of the said town of Long-  
meadow to be worked, made, and completed  
in the most faithful and workmanlike manner,  
and as follows, to wit: The said road must be  
thoroughly ploughed, where ploughing is practicable,  
and be thoroughly cleared of stones, stumps and  
roots. The top soil, where it is unsuitable for  
making a hard and permanent road, must be  
removed out of the traveled way, or may be  
used in embankment, if it be so placed as  
not to be within twelve inches of the surface of  
the road when finished, where the materials  
within the traveled part of the road are unsuitable  
for making a hard and durable road, and the  
subsoil under the same is of a loamy or clayey  
character, a top covering of at least 10 inches  
of good gravel, or some other good material  
(the best that can be obtained in the vicinity



whether within or without the location of the road) will be required over the whole width of 18 feet for the traveled part of the road. Where the subsoil is sand, the said traveled part of the road, after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick, and afterwards with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its centre to the height of 12 inches. And the traveled part thereof must be worked to the width of 18 feet, exclusive of the side slopes and of the ditches; so that carriages and teams may pass with safety and convenience over any and every part of the 18 feet aforesaid. The said traveled part of the road must be worked in the centre of, and parallel to its location, without any regard to the additional widths laid out for materials in constructing the road, except near its angles, which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches, where they are needed, must be constructed entirely without the traveled part of the road of 18 feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty-four degrees, or two and one half feet slope to one foot rise, to be measured horizontally with



the base or chord line of the crown of the road; they must be worked parallel with the centre line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side. Over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills, where the road is made partly by embankment and partly by excavation, the road must be crowned, in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the centre, and from thence to the exterior or downhill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty-five degrees; where the materials are loose gravel or sand, the angle must not exceed thirty degree from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveler; the railing must consist of straight handsome chestnut poles, not less in any part than five inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from centre to centre. Where the sides of embankments



are constructed or secured with substantial well-laid stone walls, stones two feet high above the face of the road, and not less the eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splicings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles or joist, at least one foot in length, in such manner that the chamfered faces will fit and lie close together, with the iron bolt aforesaid passing directly through the center of said joining or splicing. Or a stone wall built in a substantial and workmanlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment within the interior or inside thereof, not less than 2 feet within the edge of the slope of the embankment, and without, in any manner obstructing or interfering with said 18 feet for the traveled part of the road. Where the sides of embankments are constructed, or secured with substantial, well-laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense this kind of structure will be required.) Said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular; the road need be worked to no greater width than twenty-four feet on the top or face of the embankment, to furnish a firm support to the railing and the twenty feet clear of all obstructions for the traveled



part of the road as aforesaid. All bridges must be constructed with substantial, well laid stone abutments, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of 12 inches in addition; except the span of the arch or arches of a bridge, each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank. Whenever a bridge is covered with plank the top of the plank must be at grade, and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty feet long, measured at right angles with the direction of the road, and be substantially and properly railed to the height of three feet, and to the width of not less than 20 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner, with good, firm, straight stone sides, or abutments not less than two feet apart, and 20 inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be crowned 12 inches in addition. The owners of land over which said road is located, retain the legal right to construct cattle culverts, or farm bridges across and underneath the road for their accommodation and convenience, provided they do not thereby increase the ascent or descent in the grading of the road, as hereafter described, and construct said culverts or bridges in manner prescribed for the bridge; and the



Said culverts when placed in must forever after be maintained by such owners, their heirs or assigns, in good repair, and in such condition as to render them safe and convenient for the traveler. In grading the road aforesaid, care must be used in front of any dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said building, in the best shape for placing in a bank wall if the owner of said building shall so elect, otherwise so to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto; provided, however, when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose.

Whenever an embankment is directed in front of a dwelling-house or other building, it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing. (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be.

Trees that have been planted and reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it.

And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings, intersections or connections therewith, as to render them perfectly safe and convenient for the traveler. And it is further ordered that the grading of said road aforesaid which lies within the



town of Longmeadow be so worked as not in any place to exceed the angles of ascent or descent from a horizontal line hereafter mentioned.

The grade pins are all placed in the centre of the location, are all driven down to near the surface of the earth, and the summits or tops of said pins are the points of admeasurement for ascertaining the amount of excavation or embankment. The summits or tops of those pins that are at grade, in connection with the line of inclination, represent the base of the traveled part of the road and the crowning of 12 inches required by this order is, in all cases, to be considered as placed on or above the tops or summits of said pins and line. The grade pins that are mentioned in this description as being numbered, have a stake driven by the side of them, bearing the same number. — The admeasurement is given in feet and the decimal parts of a foot. And said grading is as follows, to wit: —

Commencing at Station No 1 at grade Stations No<sup>s</sup> 2, 3, 4, 5, 6, 7, are at grade No 8 fill 1.5. No 9 fill 1.5. No. 10. grade. No 11 fill .95. No 12 cut 190 ft. No 13, 14 + 15 grade

The inclination of the road when completed is to be as follows. viz from Station No 1 to Station No. 2, forty minutes. from Station No 2 to Station No 3 one degree; from Station No 3 to Station No 4. one degree and twenty five minutes, from Station No 4 to Station No 5 one degree and forty five minutes, from Station No 5 to Station No. 6. two degrees, from Station No. 6. to Station No 7 two degrees and thirty minutes. from Station No 7 to Station No 8 ten minutes, from Station No. 8. to Station No 9. ten minutes. all of the foregoing grades are descending, from Station No. 9. to Station No 10 fifteen minutes ascending, from Station No. 10 to Station No 13 one degree and thirty minutes ascending, from Station No 13 to Station No 14. thirty minutes



descending from Station No 14 to Station No 15 one degree and thirty minutes descending. The bridge West of the house of Warren Frost must be taken up and rebuilt in accordance with the printed specifications heretofore given. The discontinuance is located as follows to wit. - All that portion of the old road lying easterly of the house of Mary Henry and westerly of the house of Henry McGregory, that may become useless by the new location is hereby discontinued to take effect from and after the completion of the new road. The County Commissioners having heard all persons and corporations interested in relation to damages who expressed a desire to be heard thereon, consider and adjudge that the sum of Eighty dollars, be paid to Henry McGregory, the sum of Seventy six dollars to be paid to Mary Henry, and the sum of Fifty five dollars be paid to Eunice Sawin in full compensation for all damages they may sustain in consequence of said alteration and discontinuance, no other person or corporation appearing to claim damages, and no other person in the opinion of the Commissioners being entitled to damages none are awarded.

The several owners of land over which said road is located are allowed until the first day of April next to remove their wood timber fences, trees and crops thereon standing. And it is ordered that the aforesaid road be worked in a thorough skillful and workmanlike manner, and made hard safe and convenient for the traveler to pass over with their teams, horses and carriages and that it be completed by the Town of Longmeadow, before the first day of June A.D. 1861, to the acceptance of the County Commissioners. -

Henry Fuller Esq. one of the County Commissioners being unable to attend Charles C. Wright one



of the Special Commissioners was notified and served in his stead.

Nelson D. Parks } County  
Henry Charles } Commissioners  
Chas. C. Wright } Special Commissioners

all of which by the report of said Commissioners filed among the proceedings on the aforesaid petition - fully appears, and this petition was continued to this meeting. And said report being read and considered is accepted and the alterations of said road, established as and for a public highway, and the Highway as specified in the aforesaid report discontinued.

To the County Commissioners of the County of Hampden. Alvin Sibley asks Pet  
We the undersigned inhabitants of West- for a new highway,  
Springfield, Agawam & Westfield respectfully specific repairs &  
represent that the public convenience and discontinue of highways in  
necessity requires the location and construction West, Springfield, Agawam  
of a road commencing near the bridge & Westfield  
over the Rail Road near the house of John 16  
Goff in West Springfield and running a  
westerly course over the land of Alvin Sibley  
to the Westfield River, then crossing the River,  
on to the land of Wm Dikes and following  
the course of the river to near the south  
end of the Morley Bridge so called in  
Agawam to Westfield line then following  
the course of the river on the dug road,  
making suitable repairs, on said road  
and keeping a westerly course a cross land of  
Franklin Bracket to the river - then crossing  
the river on to land of the late Charles  
Noble, deceased and intersecting the present  
traveled road, at some point between  
said Noble and Frog hole bridge in Westfield  
and further to have the road put in  
suitable repair and hardened with some  
material from Frog hole Bridge to the Bridge,



near the house of George Saylor Esq in Westfield. —

And also to discontinue all roads and parts of roads and Bridges as the new location will render useless to the public, the object of this Petition is for the main travel to avoid two dangerous Rail Road crossings also the obstruction of high water on the North Side of the River. —

Your Petitioners would therefore request your Hon<sup>l</sup> Board to view the route and take such action in the matter, as you may think just and proper,

Alvin Sibley & others

The foregoing petition was entered at a meeting of the County Commissioners holden for said County, on the second Tuesday of April, in the year of our Lord Eighteen hundred and sixty, at which meeting, The Commissioners, deeming a view of the premises expedient, appointed Tuesday, the seventh day of August then next and nine o'clock in the forenoon, at the house of Alvin Sibley in West-Springfield as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerks of the towns of West-Springfield Agawam and Westfield, being the towns within which such alterations and discontinuances prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said towns; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Republican a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like



manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said Seventh day of August the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the same time of said view; and having heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said Commissioners did then and there adjudge that common convenience and necessity does not require that the prayer of the Petition should be granted, and that said Petition be dismissed and the same is dismissed without cost.

Henry Fuller Esq. one of the County Commissioners being disqualified by residence, Cyrus Trunk Esq. one of the Special Commissioners was notified and acted in his stead.

Nelson D. Parks } County  
Henry Charles } Commissioners  
Special Commissioners

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition, fully appear, and this petition was continued to this meeting. And now said report being read and considered is accepted, and the aforesaid petition is dismissed without costs.

To the County Commissioners of the County of Hampden, Selectmen of Westfield  
The undersigned Selectmen of Westfield respectfully Pet for alter of highway in  
represent that the public highway from the Westfield. —  
North Corner of Jason Deweys door yard passing,  
the house of Austin Sackett and E. Sizer to  
the North Corner of said Sizers door yard is



narrow crooked and indirect and inconvenient; Wherefore your petitioners request your honorable board to view the premises and widen straighten or new locate said road and discontinue such part of said highway as may be useless, or make such improvement and alterations as shall appear to your honors necessary, and your petitioners as in duty bound, will ever pray - said highway is situated in said Westfield on Elm Street so called.  
Westfield, June 11, 1860.

Hiram Hull } Selectmen  
Geo. H. Mosley } of  
Seth Bush } Westfield

The foregoing petition was entered at a meeting of the County Commissioners holden for said County on the second Tuesday of April, and by adjournment on the sixteenth day of June in the year of our Lord one thousand eight hundred and sixty, at which meeting, the Commissioners, deeming a view of the premises expedient, appointed Tuesday, the twenty fourth day of July then next, and one o'clock in the afternoon, at the house of Austin Sackett in said Westfield, as the time and place for viewing the premises, and caused a copy of said petition to be served upon the clerk of the town of Westfield, being the town within which such improvements + alterations are prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Westfield News Letter, a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said



view's and before said view was had, said commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view.

And on the said twenty fourth day of July the commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the commissioners then determined to hear the parties at the same time of said view's and having heard the parties, said commissioners then proceeded to consider and adjudicate upon the prayer of said petition's and after considering the same, said commissioners did then and there adjudge that common convenience and necessity require, that the prayer of the petition be granted, and no person or corporation appearing to oppose the alterations and improvements prayed for, the commissioners within six months from the time of said view (viz) on the fifth day of October, A.D., 1860 proceeded to locate the following alterations, viz, Commencing at a stone monument at the Easterly side of Elm Street, at the North Westerly corner of Jason Deweys front yard: then running North thirty one and two thirds degrees, East fifty three & a half feet to a stone on land of Augustus Sackett. - Then North thirty four and one sixth degrees East, fifty three and a half feet, to a stone on land of Austin Sackett. - Then North thirty four and one sixth degrees East, fifty three and a half feet to a stone on Austin Sackett's North line - Then North thirty eight and one twelfth degrees East, fifty feet to a stone, on land of Ephraim Sizer. - Then North forty one and one sixth degrees East thirty eight feet to a stone monument, at the North Westerly corner of Ephraim Sizer's front yard: The lines are run & the bounds are set on the Easterly



or right hand side of the increased width of highway, which embraces all the land lying between the line as run and the old highway: And the highway included in the limits of the foregoing survey is to be put in a thorough state of repair and made and completed to the satisfaction of the County Commissioners, on or before the first day of July next. All trees, fences, and buildings to be removed on or before the first day of May next, situate & being within said location. The said Commissioners having heard all persons and corporations interested in relation to damages, who expressed a desire to be heard thereon consider and adjudge that the sum of two hundred dollars be paid to Aaron S. Hayes, mortgagee of the property occupied by said Austin Sackett; The said Austin Sackett, relinquishing all damages and agreeing that the same may be assessed to said Hayes - also that the sum of thirty five dollars be paid to Ephraim Sizer. No other person or corporation appearing to claim damages and no other person or corporation in the opinion of the Commissioners being entitled to damages, none are awarded. - The said Sackett and Sizer in view of the above allowance of damages to said Hayes & Sizer, above, relinquish all damages assessed to them by the County Commissioners by an order of location on the petition of Nathaniel Chapin & others for alterations on the same highway -

Henry Fuller one of the County Commissioners being disqualified from residence did not act on this case - and no person appearing to oppose the alterations and improvements aforesaid. No Special Commissioner was called to act in his stead. -

Nelson D. Parks } County  
 Henry Charles } Commissioners



all of which by the report of said commissioners filed among the proceedings on the aforesaid petition, fully appear, and this petition was continued to this meeting, and now said report being read and considered is accepted and the alterations of the road established as and for a public highway.

To the County Commissioners of the County of Hampden,  
Mary O. Ames of Springfield in said County  
represents that the City Council of the City of  
Springfield have caused the highway over  
her land called Maple Street on Ames Hill,  
so called, to be lowered in such manner  
as to do great damage to her real estate  
and for the purpose of grading & repairing  
said highway & other highways have taken  
and carried away large quantities of Earth  
and Sand the property of the Complainant  
without making any allowance or compensation  
therefor, Wherefore she asks that a jury may  
be summoned to determine the matter of this  
complaint and Estimating the damages thus  
done

Mary O. Ames. Pet  
for a jury  
19

Mary O. Ames

by her atty Geo Ashmun

The foregoing petition was entered at a meeting  
of the County Commissioners, holden for said  
County, on the fourth Tuesday of June in the  
year of our Lord Eighteen Hundred and Sixty  
at which meeting, R. A. Chapman, attorney  
for the City of Springfield appeared and  
waived further notice, and consented to the  
issuing of a warrant, and thereupon it  
was ordered, that a warrant for a jury  
be issued, and on the seventh day of  
August, A.D. 1860 a warrant was duly  
issued requiring the Sheriff of said  
County or his Deputy to summon a jury  
to hear and determine the matter of



of complaint set forth in said petition and this petition was continued to this term, and now it appearing that the matter complained of in the aforesaid petition, has by the parties been settled it is ordered by the said Commissioners that the said petition be dismissed

Olivier Moseley, Jr of Westfield is authorized to manufacture spirituous and intoxicating liquor at his Water power cider mill in Westfield, and to sell the same according to the provisions of the statute he having given bond not to violate the same, -  
License granted October 17<sup>th</sup> A.D. 1860

Commonwealth of Massachusetts  
Hampden, ss., Oct 31. 1860

The County Commissioners for the County of Hampden, having viewed and carefully examined throughout the highway in West Springfield, in said County, located and ordered upon the petition of the Selectmen of Westfield and having found the same well made, constructed and completed, - according to the order of the Commissioners thereon, we do hereby accept the same. Witness our hands this thirty first day of October, A.D. 1860.

Nelson D. Parks	} County Commissioners
Henry Charles	
Henry Fuller	



Sundry accounts against the County being now presented for allowance amounting to the sum of four thousand ninety dollars and thirty seven cents are allowed and ordered to be paid from the County Treasury. \$4090.37

The following persons are allowed the sums set against their names in full for damages to land taken for highways and the same amounting to seven hundred ~~eighty one~~ dollars are ordered to be paid from the County Treasury.

On Petition of Selectmen of Westfield

Aaron S. Hayes

\$ 200.00

Ephraim Lizer

35.00

On Petition of Warren Frost & others

Henry Mc Gregory

80.00

Mary Keeney

76.00

Ernie Law

55.00

On Petition of John B. Morris & others

The South Parish of Wb<sup>m</sup> Cong Society

100.00

Marcus Rebe

60.00

Solomon C. Spellman

135.00

Heirs of David A. Stebbins

25.00

Heirs of Aaron Warren / for moving fence only

25.00 = \$781.00

Hampden Co., December 13<sup>th</sup> 1860.

Judgment is entered up according to reports &c and all matters not acted upon are ordered to be continued and this meeting is adjourned without day. -

Attest

Geo B. Morris Clerk



Commonwealth of Massachusetts  
Hampden, ss.

At a meeting of the County Commissioners begun and holden at Springfield within and for the County of Hampden on the fourth Tuesday of December being the twenty fifth day of the month, and from day to day to the twenty eighth day of said month in the year of our Lord one thousand eight hundred and sixty, and by adjournment on the first day of January, and from day to day to the third day of said month of January, and by adjournment on the sixteenth day of said month of January to the seventeenth day of said month, and by adjournment on the fifth day of February, and by adjournment on the twenty first day of said month of February, and by adjournment on the thirteenth day of March to the fourteenth day of said month - and by adjournment on the first day of April to the second day of April in the year of our Lord one thousand eight hundred and sixty one. -

Present. Nelson, D. Parks Esquire	} County Commissioners
Henry Charles	
Henry Fuller	

Nelson, D. Parks Esquire, having been declared by the board of Examiners elected County Commissioners for the term of three years - and having been duly sworn on the second day of said month of January, appeared on said day and the board consisting of Henry Charles, Henry Fuller & Nelson D. Parks Esquire proceed to the choice of Chairman. - The whole number of votes cast is three of which Henry Charles Esquire has two and is chosen Chairman of the board for the year ensuing



To the County Commissioners for the County of Hampden,  
The subscribers legal voters of the towns of Holyoke,  
Westfield, Southampton respectfully represent that  
the public convenience requires the construction  
of a highway in Holyoke, commencing at the Eastern  
terminus of the new road a few rods South  
of the residence of J. C. Thompson on West Street and  
running Easterly through the premises of the said  
Thompson, Russell Ely, & others to Front Street so  
called and intersecting said Front Street at some  
point between the residences of Rev. Mr Carpenter  
& Charles Ball.

Austin Goodyear & others  
Pet for a highway in  
Holyoke  
3

Your petitioners therefore pray your honorable  
board to view the premises and locate a  
highway as in your judgment the public interest  
and convenience shall require as in duty will  
ever pray

Holyoke May 17<sup>th</sup> 1858

Austin Goodyear & others

The foregoing petition was entered at a meeting  
of the County Commissioners holden at Springfield  
within & for said County on the Second Tuesday  
of April and by adjournment on the twenty sixth  
day of April in the year of our Lord Eighteen  
hundred and fifty eight, at which meeting,  
The Commissioners, deeming a view of the  
premises expedient, appointed Thursday, the  
eighth day of July then next and nine  
o'clock in the forenoon, at the house of Amos  
Allen in Holyoke as the time and place  
for viewing the premises; and caused  
a copy of said petition to be served upon  
the clerk of the town of Holyoke, being the  
town within which such highway is  
prayed for, thirty days at least before the  
time appointed for said view; and also  
caused abstracts of said petition, containing  
the substance thereof, to be posted in two  
public places in said town; and also gave  
notice to all persons interested by causing  
a copy of said petition to be published



three weeks successively in the Holyoke Mirror a newspaper published in said county, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested, of the time and place for commencing said view.

And on the said Eighth day of July the commissioners met at the time and place appointed and proceeded to view the premises, and having viewed the same the further consideration thereof was deferred till the next regular meeting of the commissioners, held at Springfield aforesaid, on the first Tuesday of October then next at which meeting the parties were heard, and after the hearing, said commissioners proceed to consider and adjudicate upon the prayer of said petition, and after considering the same said commissioners did adjudge that the prayer of the petition should be granted as by the report in writing of said view & adjudication on file appears, and said petition was continued from meeting to meeting to the meeting of the county commissioners holden for said county on the second Tuesday of April in the year of our Lord Eighteen hundred and sixty, at which meeting, said commissioners appointed Wednesday, the twenty fifth day of July, A.D., 1860 and two o'clock in the afternoon, at the house of Chester Crafts in said Holyoke as the time and place when and where they would meet and proceed to locate said highway, and the said commissioners having given notice of the adjudication and the time and place appointed for location in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding



to view - (except publishing an abstract of said petition instead of a copy thereof.) on the said twenty fifth day of July met and proceeded to locate as follows to wit - Commencing at a Stone Monument set beneath the surface of the ground, near the Westerly side of the Springfield and Northampton road; and bearing from the South Easterly Maple tree in the front yard of the old Warren Hitchcock House; South fifty six and three quarter degrees East, thirty five feet from the center of said tree; then running North Eighty eight degrees West, four hundred and fifty feet to a stone; Then North eighty two and a half degrees West, seven hundred and fifty six feet to a stone; Then South sixty eight degrees and thirty five minutes West, eighty feet, to a stone; Then South sixty nine and three quarter degrees West, eighty six feet to a stone; Then South fifty one and a half degrees West, ninety one feet to a stone; Then South forty three degrees West, eight hundred and forty six feet to a stone; Then South thirty eight and five sixths degrees West, six hundred feet, to a stone; Then South sixty eight and a half degrees West, sixty seven feet to a stone; Then South eighty four degrees and fifty five minutes West, two hundred and seventy seven feet to a stone; Then North eighty six and a half degrees West, three hundred and thirty nine feet, to a stone; Then South sixty seven and three quarter degrees West, one hundred and eighty six feet to a stone; Then South fifty two and a quarter degrees West, two hundred and twenty four feet to a stone.

Then South seventy two degrees and thirty five minutes West, four hundred and fifty four feet to a stone; Then South fifty nine and a quarter degrees West, three hundred and two feet to a stone; Then South sixty nine and a quarter degrees West, three hundred and thirty feet, to a stone; Then South



eighty six and one third degrees West, two hundred and eighty feet to a stone: Then South sixty seven degrees and five minutes, West one hundred and sixty feet to a stone: Then South sixty two and one sixth degrees West, four hundred and thirty two feet, to a stone: Then North Eighty eight and a quarter degrees West, five hundred and three feet to a stone: Then South sixty six and a quarter degrees West, two hundred and forty feet to a stone monument on the Westerly side of Back St. at the junction of the new road running from Back St., past the Dwelling House of Julius Wright: The lines are run, and the bounds are set, on the Northerly or right hand side of the highway aforesaid, and the same is laid three rods wide; and is over land of Dexter P. Hitchcock, Russell Ely, Miles Dickerman, Cyrus Kemp, and the old roads. —

And now it is ordered that the said town of Holyoke cause the road aforesaid which is within the limits of the said town of Holyoke to be worked, made, and completed in the most faithful and workmanlike manner, and as follows, to wit: The said road must be thoroughly ploughed, where ploughing is practicable, and be thoroughly cleared of stones, stumps and roots. The top soil, where it is unsuitable for making a hard and permanent road, must be removed out of the traveled way, or may be used in embankment, if it be so placed as not to be within twelve inches of the surface of the road when finished. Where the materials within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least six inches of good gravel, or some other good material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of 18 feet for the traveled part of the road. Where



The subsoil is sand. The said traveled part of the road, after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick, and afterwards with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its centre to the height of 12 inches.

And the traveled part thereof must be worked to the width of 18 feet, exclusive of the side slopes and of the ditches; so that carriages and teams may pass with safety and convenience over any and every part of the 18 feet aforesaid. The said traveled part of the road must be worked in the centre of, and parallel to its location, without any regard to the additional widths laid out for materials in constructing the road, except near its angles, which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches, where they are needed, must be constructed entirely without the traveled part of the road of 18 feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty-four degrees, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the centre line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction



of the road, towards the point of discharge in such manner that no water can permanently stand by the road side. Over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills, where the road is made partly by embankment and partly by excavation, the road must be crowned, in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the centre, and from thence to the exterior or down-hill side to the centre, and from thence to the exterior or down hill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty-five degrees; where the materials are loose gravel or sand, the angle must not exceed thirty degree from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveller; the railing must consist of straight handsome chestnut poles, not less in any part than five inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from centre to centre. Where the sides of embankments are constructed or secured with substantial well-laid stone walls, stones two feet high above the face of the road, and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splicing of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said



poles, at least one foot in length, in such manner that the chamfered faces will fit and lie close together, with the iron bolt aforesaid passing directly through the center of said joining or splicing. Or a stone wall built in a substantial and workmanlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment with the interior or inside thereof, not less than 2 feet within the edge of the slope of the embankment, and without, in any manner obstructing or interfering with said 18 feet for the travelled part of the road. Where the sides of embankments are constructed, or secured with substantial, well-laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense this kind of structure will be required,) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular; the road need be worked to no greater width than twenty-two feet on the top or face of the embankment, to furnish a firm support to the railing and the eighteen feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial, well laid stone abutments, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of 12 inches in addition; except the span of the arch or arches of a bridge, each exceed three feet in the clear, where it may be



covered with good chestnut or white oak, three inch plank. Whenever a bridge is covered with plank the top of the planking must be at grade, and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty-two feet long, measured at right angles with the direction of the road, and be substantially and properly railed to the height of three feet, and to the width of not less than 18 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner, with good firm, straight stone sides, or abutments not less than two feet apart, and 18 inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceway must be crowned 12 inches in addition. The owners of land over which said road is located, retain the legal right to construct cattle culverts, or farm bridges across and underneath the road for their accommodation and convenience, provided they do not thereby increase the ascent or descent in the grading of the road, as hereafter described, and construct said culverts or bridges in manner prescribed for the bridge; and the said culverts when placed in must forever after be maintained by such owners, their heirs or assigns, in good repair, and in such condition as to render them safe and convenient for the traveler. In grading the road aforesaid, care must be used in front of any dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said building, in the best shape for placing in a bank wall if the owner of said building shall so elect, otherwise



So to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto; provided, however, when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling-house or other building, it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing, (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be.

Trees that have been planted or reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it.

And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings, intersections or connections therewith, as to render them perfectly safe and convenient for the traveler.

And it is further ordered that the grading of the road aforesaid be so worked as not in any place to exceed the angles of ascent or descent from a horizontal line hereafter mentioned.

The grade pins are all placed in the centre of the location, are all driven down to near the surface of the earth, and the summits or tops of said pins are the points of admeasurement for ascertaining the amount of excavation or embankment. The summits or tops of those pins that are at grade, in connection with the line of inclination, represent the base of the traveled part of the road and the crowning of 12 inches



required by this order is, in all cases, to be considered as placed on or above the tops or summits of said pins and line. The grade pins that are mentioned in this description as being numbered, have a stake driven by the side of them, bearing the number of said grade pin. The admeasurement is given in feet and the decimal parts of a foot. And said grading is as follows, to wit: Commencing at grade pin N<sup>o</sup> 1 standing on the westerly side of the aforesaid Springfield and Northampton road N<sup>o</sup> 2 grade, N<sup>o</sup> 3 fill 1. ft. N<sup>o</sup> 4 fill 2. ft. N<sup>o</sup> 5 fill 3.1 ft. N<sup>o</sup> 6 cut 2.9 ft. N<sup>o</sup> 7 cut 3.5 ft. N<sup>o</sup> 8 fill 0.5 ft. N<sup>o</sup> 9 fill 1.0 ft. N<sup>o</sup> 10 grade. N<sup>o</sup> 11 grade. N<sup>o</sup> 12 fill 1.7 ft. - N<sup>o</sup> 13 cut 0.3 ft. N<sup>o</sup> 14 cut 6.5 ft. N<sup>o</sup> 15 fill 1.2 ft. N<sup>o</sup> 16 fill 4.0 ft. N<sup>o</sup> 17 cut 0.7 ft. N<sup>o</sup> 18 grade N<sup>o</sup> 19 grade. N<sup>o</sup> 20 cut 3.0 ft. N<sup>o</sup> 21 fill 1.6 ft. N<sup>o</sup> 22 fill 1.5 ft. N<sup>o</sup> 23 fill 2.5 ft. N<sup>o</sup> 24 fill 1.5 ft. N<sup>o</sup> 25 cut 2.0 ft. N<sup>o</sup> 26 fill 3.8 ft. N<sup>o</sup> 27 cut 0.3 ft. N<sup>o</sup> 28 cut 0.1 ft. N<sup>o</sup> 29 cut 2.4 ft. N<sup>o</sup> 30 grade N<sup>o</sup> 31 fill 1.2 ft. N<sup>o</sup> 32 cut 1.0 ft. N<sup>o</sup> 33 grade. N<sup>o</sup> 34 cut 1.0 ft. - N<sup>o</sup> 35 cut 5.9 ft. N<sup>o</sup> 36 cut .1 ft. N<sup>o</sup> 37 fill 7.3 ft. N<sup>o</sup> 38 grade. N<sup>o</sup> 39 fill 4.0 ft. N<sup>o</sup> 40 fill 1.6 ft. N<sup>o</sup> 41 cut 7.6 ft. N<sup>o</sup> 42 fill 0.1 ft. N<sup>o</sup> 43 fill 1.5 ft. N<sup>o</sup> 44 cut 0.2 ft. N<sup>o</sup> 45 fill 0.3 ft. N<sup>o</sup> 46 cut 1.0 ft. N<sup>o</sup> 47 cut 2.0 ft. N<sup>o</sup> 48 fill 0.5 ft. N<sup>o</sup> 49 fill 1.9 ft. - N<sup>o</sup> 50 cut 0.2 ft. N<sup>o</sup> 51 grade. N<sup>o</sup> 52 fill 3.07 ft. - N<sup>o</sup> 53 cut 2.5 ft. N<sup>o</sup> 54 cut 2.5 ft. N<sup>o</sup> 55 fill 3.0 ft. N<sup>o</sup> 56 fill 1.5 ft. N<sup>o</sup> 57 cut 2.5 ft. N<sup>o</sup> 58 cut 2.0 ft. N<sup>o</sup> 59 fill 0.8 ft. N<sup>o</sup> 60 fill 1.4 ft. N<sup>o</sup> 61 cut 2.0 ft. N<sup>o</sup> 62 grade. N<sup>o</sup> 63 grade. N<sup>o</sup> 64 cut 1.1 ft. N<sup>o</sup> 65 fill 3.0 ft. N<sup>o</sup> 66 cut 1.75 ft. N<sup>o</sup> 67 cut 1.75 ft. N<sup>o</sup> 68 fill 1.75 ft. N<sup>o</sup> 69 grade.

The inclination of the road when completed is to be as follows viz - From No 1 to No 2. 35' ascending. from No 2 to No 7. 25' ascending. from No 7 to No 10 nearly level. from No 10 to No 11. 40' ascending. from No 11 to No 16 1° 35' ascending. from No 16 to No 18. 2° 35' ascending. from No 18 to No 19. 45' ascending. from No 19 to No 23 nearly level from No 23 to No 25. 1° 5' ascending. from No 25 to No 30.



2°35' ascending, from N<sup>o</sup> 30 to N<sup>o</sup> 32, 2°15' ascending,  
from N<sup>o</sup> 32 to N<sup>o</sup> 34, 30' ascending, from N<sup>o</sup> 34 to N<sup>o</sup> 38,  
55' descending, from N<sup>o</sup> 38 to N<sup>o</sup> 39, 30' ascending from  
N<sup>o</sup> 39 to a point 37 ft westerly of N<sup>o</sup> 46, 3°45' ascending,  
from the aforesaid point to N<sup>o</sup> 51, nearly level from  
N<sup>o</sup> 51 to a point fifty feet westerly of N<sup>o</sup> 53, 3°15' -  
ascending, from the last mentioned point to N<sup>o</sup> 55,  
1°45' descending from N<sup>o</sup> 55 to N<sup>o</sup> 56, 1°15' descending  
from N<sup>o</sup> 56 to a point 50 ft westerly of N<sup>o</sup> 57, 1°55' -  
ascending from the last mentioned point to a  
point 50 ft westerly of N<sup>o</sup> 61, 1°50' descending -  
from the last mentioned point to N<sup>o</sup> 63, 4° descending  
from N<sup>o</sup> 63 to N<sup>o</sup> 65, 3°8' descending from N<sup>o</sup> 65  
to a point 50 ft westerly of N<sup>o</sup> 66, 20' descending  
from the last mentioned point to a point 50 ft  
westerly of N<sup>o</sup> 68, 4° descending from the last  
mentioned point to N<sup>o</sup> 69 1°30' .

A bridge or culvert will be required near grade  
pin N<sup>o</sup> 16 three feet high and three feet wide  
in the clear, also one near N<sup>o</sup> 23, two feet square  
in the clear above the surface of the ground,  
also a culvert two feet square in the clear near  
N<sup>o</sup> 37, also a culvert near N<sup>o</sup> 39, three feet  
high by two feet wide in the clear, all other  
bridges and culverts must conform to the  
directions given in the printed Specifications.  
The County Commissioners having heard all  
persons and Corporations interested in relation  
to damages who expressed a desire to be heard  
thereon consider and adjudge that the sum  
of Six Hundred and Fifty dollars be paid to  
Dexter P. Hitchcock, and the sum of Two  
hundred and Fifty dollars be paid to Russell  
Ely, and the sum of Thirty nine dollars, be  
paid to Miles Dickerman, and the sum of  
Four hundred dollars be paid to J. C. Thompson,  
all in full compensation for all damages they  
will sustain in consequence of the aforesaid  
location of a highway, no other person or  
corporation in the opinion of the Commissioners  
being entitled to damages none are awarded.



The several owners of land over which said highway is located are allowed until the first day of May, A. D. 1861 to remove their timber fences trees crops and buildings. And it is ordered that said road be worked and made hard safe and convenient for travelers to pass over with their horses and carriages cattle and teams and that it be made and completed by the town of Holyoke before the first day of October, A. D. 1861 to the acceptance of the County Commissioners.

Nelson, D. Parks } County  
 Henry Charles } Commissioners  
 Henry Fuller }

all of which by the report of said Commissioners filed among the proceedings on the aforesaid petition, fully appear, and this petition was continued from meeting to meeting to this meeting, and now said report being read and considered is accepted and the road established as and for a public highway -

Eli. P. Haydens tells. To the County Commissioners for the County of Hampden  
 Pet for a New highway The undersigned Citizens of Blandford and Granville,  
 in Blandford would respectfully represent that the roads  
 leading from Blandford Center to Russell Depot,  
 are circuitous, abound in hills of very heavy  
 grades & are also impassible a great portion of the  
 winter season. - Your Petitioners would therefore  
 as in duty bound, pray that your Hon body  
 would examine the route and lay a road  
 from a point on the Blandford Road, near the  
 house of Brazil Waterman in an easterly course  
 across the road near the house of Jefferson  
 Granger thence to intersect the Brook Road at a  
 point between the Dewey house, so called, and  
 the nearest bridge below -  
 Your petitioners would respectfully present,  
 that such, road would be more direct, of



much lighter grade, not obstructed by snow & would offer unimpaired facilities to travel in general, & particularly to Southern & Central Blandford, Granville & the eastern part of Otis.

Blandford June 30<sup>th</sup> 1858.

Eli. P. Hayden & others

The foregoing petition was entered at a meeting of the County Commissioners holden for said County on the fourth Tuesday of October, in the year of our Lord one thousand eight hundred and fifty eight, at which meeting, the Commissioners, deeming a view of the premises expedient, appointed Tuesday, the tenth day of August then next - and one o'clock in the afternoon, at the house of H. H. Parks in Russell as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Blandford, being the town within which such highway is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in Blandford said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Republican, a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view, and on the said tenth day of August, the Commissioners met at <sup>the</sup> time and place appointed, and proceeded to view the premises, and having viewed the same the further consideration thereof was deferred till the next regular



meeting of the Commissioners, held at Springfield aforesaid, on the first Tuesday of October then next, and this petition was continued from meeting to meeting to the meeting of the County Commissioners holden for said county on the fourth Tuesday of June, in the year of our Lord one thousand eight hundred and sixty, at which meeting the parties were heard, and after the hearing, said Commissioners proceed to consider and adjudicate upon the prayer of said petition, and after considering the same, said Commissioners did adjudge that the prayer of the petition, should be granted, (as by the report in writing of said view & adjudication on file appears) and said Commissioners thereupon appointed Thursday the ninth day of August, A.D. 1860, and nine o'clock in the forenoon, at H. H. Park Hotel in Russell as the time and place when and where they would meet and proceed to locate said highway, and the said Commissioners having given notice of the adjudication and the time and place appointed for locating in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof,) on the said ninth day of August met and proceeded to locate as follows, to wit commencing at a stone monument standing on the southerly side of the road leading from Blandford Center to Russell Depot about sixty two rods westerly of the line between Blandford and Russell: then running South sixty eight and two thirds degrees West, two hundred feet to a point in the center opposite a stone: then South eighty two and a half degrees West, one hundred feet: then North eighty five and a quarter degrees West one hundred feet: then North seventy nine and three quarters degrees West, one hundred feet:



Then South eighty two and five sixths degrees  
West, one hundred feet: Then South seventy nine  
and a half degrees West, two hundred feet:  
Then South sixty eight and one sixth degrees  
West, two hundred feet: Then South forty two  
degrees West, one hundred feet: Then South  
fifty six and a half degrees West, one hundred  
feet: Then South seventy four degrees West,  
one hundred feet: Then North seventy three  
and a half degrees West, one hundred feet:  
Then South eighty three and a quarter degrees  
West, one hundred feet: Then South seventy  
seven and a quarter degrees West, one hundred  
feet: Then North eighty seven degrees West, one  
hundred feet: Then North seventy eight  
degrees West two hundred feet: Then North  
eighty six degrees West, one hundred feet:  
Then South seventy three and one sixth  
degrees West, two hundred feet: Then South  
eighty and a half degrees West, one hundred  
feet: Then North eighty nine degrees West,  
one hundred feet: Then South seventy two  
degrees West, one hundred feet: Then South  
sixty five and a quarter degrees West, one  
hundred feet: Then South fifty one and  
<sup>(Then South forty three degrees West, one hundred feet)</sup>  
a half degrees West, one hundred feet: Then  
South fifty eight and a half degrees West,  
one hundred feet: Then South fifty seven  
degrees West, one hundred feet: Then South  
forty one and three quarter degrees West,  
one hundred feet: Then South forty seven  
and a half degrees West, one hundred feet:  
Then South forty two and a quarter degrees  
West, two hundred feet: Then South forty  
seven degrees West, one hundred feet: The  
foregoing part of the highway is located four  
rods wide — Then South sixty three degrees  
West, two hundred feet. The highway for  
the last course and distance is laid four  
rods wide at the commencement, and three  
rods wide at the end; with straight side lines, —



Then South. Sixty four degrees and a half West,  
 two hundred feet: Then South fifty six and  
 a half degrees West, one hundred feet: Then  
 South fifty one degrees West, one hundred feet:  
 Then South thirty four and a quarter degrees  
 West, one hundred feet: Then South fourteen  
 and a quarter degrees West, one hundred feet:  
 Then South eighteen degrees and a half West,  
 one hundred feet: Then South twenty and  
 three quarter degrees West, one hundred feet:  
 Then South twenty seven and a half degrees  
 West, one hundred feet: Then South twenty  
 seven and a half degrees West, one hundred  
 feet: Then South thirty seven degrees West, two  
 hundred feet: Then South sixty three and  
 a half degrees West, two hundred feet: Then  
 South seventy nine and a half degrees West, one  
 hundred and fifty two feet: Then South sixty  
 seven and one third degrees West, one hundred  
 and forty eight feet: Then South forty four and  
 three quarter degrees West, one hundred feet:  
 Then South thirty eight degrees West, one hundred  
 feet: Then South forty four degrees West, two  
 hundred and fifty feet: From the monument  
 at the end of the last course to a point two  
 hundred feet. South Westerly of the same, the  
 highway is laid five rods wide and the additional  
 width is on the Westerly side of the line as now:  
 Then South forty degrees and a half West, one  
 hundred feet: Then South thirty eight and  
 three quarter degrees West two hundred and  
 eleven feet: Then South forty six and a quarter  
 degrees West, one hundred and thirty nine feet:  
 Then South sixty three and a half degrees West,  
 three hundred feet: Then South sixty three  
 degrees West, one hundred and seventy four  
 feet: Thus far the bounds are set on the southerly  
 side of the highway at right angles with the back  
 courses and the remainder of the highway is  
 monumented on the Northerly side, Then South  
 seventy six degrees West, eighty two feet, to a point



opposite a stone on the Northerly side; Then North Seventy and one third degrees West, one hundred and fifty nine feet; Then North forty nine and two thirds degrees West, one hundred and eighty five feet; Then North forty degrees West, two hundred and seventy feet; Then North thirty four and two thirds degrees West, three hundred and twenty nine feet; Then North sixty three and five sixths degrees West, three hundred and thirty eight feet; Then North sixty eight and a quarter degrees West, two hundred and sixty one feet to a point in the center of the location opposite a stone monument bearing from the North Westerly corner of the dwelling-house belonging to Heirs of Barzilla Waterman South forty six and three quarter degrees West, forty eight and a half feet distant, from the commencement of the location. To the Second Division road, the lines are run in the center of the highway; from thence, to the old turnpike road, at the distance of twenty five feet from the Southerly or left hand side; and from thence to the end of the location, at the distance of twenty five feet from the Northerly side; and all that part of the highway the width of which is not before particularly specified is laid three rods wide. -

And now it is ordered that the said town of Blandford cause the road aforesaid which is within the limits of the said town of Blandford to be worked, made, and completed in the most faithful and workmanlike manner, and as follows, to wit: The said road must be thoroughly ploughed, where ploughing is practicable, and be thoroughly cleared of stones, stumps and roots. The top soil, where it is unsuitable for making a hard and permanent road, must be removed out of the traveled way, or may be used in embankment, if it be so placed as not



to be within twelve inches of the surface of the road when finished. Where the materials within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least 10 inches of good gravel, or some other good material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of 16 feet for the traveled part of the road. Where the subsoil is sand, the said traveled part of the road, after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick, and afterward with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its centre to the height of 12 inches. And the traveled part thereof must be worked to the width of 16 feet, exclusive of the side slopes and of the ditches; so that carriages and teams may pass with safety and convenience over any and every part of the 16 feet aforesaid. The said traveled part of the road must be worked in the centre of and parallel to its location, without any regard to the additional widths laid out for materials in constructing the road, except near its angles, which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches, where they are needed, must be constructed entirely without the traveled part of the



road of 16 feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty-four degree, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the centre line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side. Over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills, where the road is made partly by embankment and partly by excavation, the road must be crowned, in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the centre, and from thence to the exterior or down-hill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty-five degrees; where the materials are loose gravel or sand, the angle must not exceed thirty degree from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveler; the railing must consist of straight hand-some chestnut poles, not less in any part than five inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches



in diameter, and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from centre to centre. Where the sides of embankments are constructed or secured with substantial well-laid stone walls, stones two feet high above the face of the road, and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splicings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles, at least one foot in length, in such manner that the chamfered faces will fit and lie close together, with the iron bolt aforesaid passing directly through the center of said joining or splicing. Or a stone wall built in a substantial and workmanlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment, with the interior or inside thereof, not less than 2 feet within the edge of the slope of the embankment, and without, in any manner obstructing or interfering with said 16 feet for the traveled part of the road. Where the sides of embankments are constructed, or secured with substantial, well-laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense this kind of structure will be required,) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular; the road need be worked



to no greater width than twenty feet on the top or face of the embankment, to furnish a firm support to the railing and the 16 feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial, well laid stone abutments, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of 10 inches in addition; except the span of the arch or arches of a bridge, each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank. — Whenever a bridge is covered with plank the top of the planking must be at grade, and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty feet long, measured at right angles with the direction of the road, and be substantially and properly railed to the height of three feet, and to the width of not less than 16 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner, with good, firm, straight stone sides, or abutments not less than two feet apart, and 24 inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be crowned 10 inches in addition. The owners of land over which said road is located, retain the legal right to construct cattle culverts, or farm bridges across and underneath the road for their accommodation and convenience, provided they do not thereby increase the



ascent or descent in the grading of the road,  
 as hereafter described, and construct said culverts  
 or bridges in manner prescribed for the bridge;  
 and the said culverts when placed in must  
 forever after be maintained by such owners,  
 their heirs or assigns, in good repair, and in such  
 condition as to render them safe and convenient  
 for the traveler. In grading the road aforesaid,  
 care must be used in front of any dwelling  
 house or other building where an excavation  
 is required, to leave the side bank thereof  
 nearest said building in the best shape for  
 placing in a bank wall if the owner of said  
 building shall so elect, otherwise so to slope such  
 side bank as to cause the least possible injury  
 to said building or the appurtenances thereto;  
 provided, however, when such passage ways  
 cannot be made safe and convenient by sloping  
 as aforesaid, culverts shall be constructed for that  
 purpose. Whenever an embankment is directed  
 in front of a dwelling-house or other building, it  
 must be constructed and sloped on that side of  
 the traveled way nearest said building in such  
 manner as to render the road safe without the  
 aid of railing, (for in such case no railing can be  
 allowed) and in such manner as to leave all  
 passage ways to and from said building as perfect  
 and as nearly in their present shape as may be.  
 Trees that have been planted and reared beside  
 the proposed traveled way by the owners of  
 land over which said location is made, whether  
 for the fruits they yield, or the shade and ornament  
 they furnish to the farms adjacent, are not to be  
 removed or injured, unless the construction and  
 safety of the road absolutely require it.  
 And it is further ordered that all other roads  
 crossing, intersecting or connecting with the road  
 aforesaid be so raised or lowered and so  
 widened at the points of their said crossings,  
 intersections or connections therewith, as to render  
 them perfectly safe and convenient for the traveler.



And it is further ordered that the grading of the road aforesaid be so worked as not in any place to exceed the angles of ascent or descent from a horizontal line hereafter mentioned. The grade pins are all placed in the centre of the location, are all driven down to near the surface of the earth, and the summits or tops of said pins are the points of admeasurement for ascertaining the amount of excavation or embankment. The summits or tops of those pins that are at grade, in connection with the line of inclination, represent the base of the traveled part of the road and the crowning of 10 inches required by this order is, in all cases, to be considered as placed on or above the tops or summits of said pins and line. The grade pins that are mentioned in this description as being numbered, have a stake driven by the side of them, bearing the same number. The admeasurement is given in feet and the decimal parts of a foot. And said grading is as follows, to wit: Commencing at grade pin No 1 standing on the southerly side of the traveled path of the road leading from Blandford to Russell Depot and two rods northerly of the monument at the commencement of the location at grade. No 2 cut 1.0 ft. No 3 cut 6.30 ft. No 4 grade. No 5 cut 1.6 ft. No 6 grade. No 7 cut .40 ft. No 8 cut 2.90 ft. No 9 grade. No 10 fill .40 ft. No 11 fill .80 ft. No 12 fill 1.20 ft. No 13 grade. No 14 fill 1.70 ft. No 15 cut 4.30 ft. No 16 cut 2.70 ft. No 17 fill 2.70 ft. No 18 fill .20 ft. No 19 grade. No 20 fill .80 ft. No 21 fill 1.0 ft. No 22 fill 1.3 ft. No 23 fill .40 ft. No 24 fill .60 ft. No 25 fill .60 ft. No 26 fill .90 ft. No 27 cut .30 ft. No 28 cut .20 ft. No 29 cut .30 ft. No 30 grade. No 31 fill 1.0 ft. No 32 fill .90 ft. No 33 cut .20 ft. No 34 grade. No 35 cut 1.10 ft. No 36 cut .40 ft. No 37 cut 1.0 ft. No 38 fill 3.0 ft. No 39 cut .10 ft. No 40 cut 2.20 ft. No 41 grade. No 42 grade. No 43 grade. No 44 grade. No 45 fill 1.0 ft.



No 46 fill 1.0 ft. No 47 grade. No 48 cut 3.0 ft. No 49 fill 2.0 ft. No 50 cut .50 ft. No 51 fill .50 ft. No 52, 53, 54, 55, 56 grade. No 57 fill 1.0 ft. No 58 fill 2.0 ft. No 59 fill 2.0 ft. No 60 cut .50 ft. No 61 cut 2.40 ft. No 62 fill 3.0 ft. No 63 and 64 grade. No 65 fill 1.0 ft. No 66 cut .50 ft. No 67 grade. No 68 fill 3.0 ft. No 69 cut 3.0 ft. No 70 grade.

The inclination of the road bed when completed is to be as follows to wit from station No 1 to station No 4  $6^{\circ}00'$ . from station No 4 to station No 9  $5^{\circ}15'$  from No 9 to No 13  $5^{\circ}10'$ . from No 13 to No 19  $5^{\circ}45'$ . from No 19 to No 30  $5^{\circ}40'$ . from No 30 to No 31  $4^{\circ}50'$ . from No 31 to No 34  $6^{\circ}30'$ . from No 34 to No 41  $6^{\circ}20'$  from No 41 to No 42  $1^{\circ}00'$ . from No 42 to No 43  $2^{\circ}20'$ . from No 43 to No 44  $2^{\circ}00'$ . from No 44 to No 45  $2^{\circ}15'$  from No 45 to No 46  $3^{\circ}15'$  from No 46 to No 47  $4^{\circ}20'$  all the foregoing grades are ascending. from No 47 to No 49  $1^{\circ}00'$ . from No 49 to No 50  $1^{\circ}40'$ . from No 50 to No 51  $1^{\circ}50'$ . from No 51 to No 52 nearly level. from No 52 to No 53  $1^{\circ}00'$ . from No 53 to No 54  $2^{\circ}45'$ . from No 54 to No 55  $3^{\circ}00'$ . from No 55 to No 56  $4^{\circ}15'$ . from No 56 to No 57  $4^{\circ}20'$  from No 57 to No 58  $20'$  from No 58 to No 59  $30'$  from station No 47 to station No 59 the grades are descending. from No 59 to No 60  $1^{\circ}15'$  ascending. from No 60 to No 62  $30'$  descending. from No 62 to No 63  $45'$  descending from No 63 to No 64  $2^{\circ}00'$ . from 64 to No 65  $3^{\circ}30'$ . from No 65 to No 66  $4^{\circ}30'$  from No 66 to No 67  $3^{\circ}50'$ . from No 67 to No 70  $6^{\circ}15'$ . from No 63 to No 70 the grades are ascending. —

all that portions of the road which lies between grade stake No 70 and the end of the survey is to be put in a thorough state of repair. The County Commissioners having heard all persons and corporations interested in relation to damages who expressed a desire to be heard thereon consider and adjudge that the sum of one hundred and ninety five dollars be paid to Gordon Rowley. and the sum of twenty five dollars - be paid to the Heirs of Dr S. P. Wright and



The sum of eighty dollars be paid to Horace L. Hastings - and the sum of two hundred and twenty nine dollars be paid to William M. Lewis mortgage of Daniel G. Sperry in possession of the premises. -

All in full compensation for all damages they will sustain in consequence of the aforesaid location of a highway. No other persons or corporations in the opinion of the commissioners being entitled to damage more are awarded. The several owners of land over which said highway is located are allowed until the first day of June A.D. 1861 to remove their timber fences trees crops and buildings therefrom.

And it is ordered that said road be worked and made safe and convenient for travelers to pass over with their horses and carriages cattle and teams and that it be made and completed by the town of Blandford before the first day of September A.D. 1861 to the acceptance of the County Commissioners.

Nelson, D. Parks }

Henry Charles }

Henry Fuller }

County

Commissioners

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition - fully appear. And this petition was continued from meeting to meeting to this meeting, and now said report being read and considered is accepted and the road established as and for a public highway. -

To the Honorable, The Commissioners of the County of Hampden -

We, the undersigned, Citizens of Springfield, Sudlow & other contiguous towns in said County - would hereby respectfully represent, that in their opinion, the Public

E. A. Fuller takes Pet  
for a highway in

Sudlow & Springfield



Convenience & necessity require, that a Bridge should be constructed across the Chicopee River - at, or near the "Machine Shop" belonging to the "Hard. Manfg. Company" or their successors - & thence from said bridge - that a Road should be laid - running in a northerly direction till it shall connect with the present traveled road running from the house of John Moody to Chicopee Falls - past the house of Jacob S. Eaton - at such points as shall be deemed the most feasible. And then returning to said Bridge - We further petition that a Road may be laid from said Bridge - running in a South westerly course - until the same shall meet the New Road leading from the village of Indian Orchard to Springfield - the whole distance being not far from two miles -

The undersigned do therefore pray that your Honorable Body would assign a time as Early as may be - to view said route, & if in your judgment such a road is demanded, that measures may be taken for its speedy construction.  
Springfield Dec. 24, 1858,

C. A. Fuller & others

The foregoing petition was entered at a meeting of the County Commissioners holden for said County on the fourth Tuesday of December in the year of our Lord Eighteen Hundred and fifty eight, at which meeting, the Commissioners, deeming a view of the premises expedient, appointed Thursday the thirty first day of March then next and nine o'clock in the forenoon, at the house of C. A. Fuller in Springfield as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerks of the town of Sudlow & City of Springfield being the town and city within which such Highway is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public



places in said town and city; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Republican a newspaper published in said county, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view.

And on the said 31<sup>st</sup> day of March the commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the commissioners then determined to hear the parties at the same time of said view; and having heard the parties - the petition was continued from meeting to meeting to this meeting, and <sup>now</sup> said commissioners proceed to consider and adjudicate upon the prayer of said petition; and after considering the same, said commissioners do adjudge that common convenience and necessity do not require that the petition be granted, and the same is dismissed without costs.

Nelson, D. Parks } County  
Henry Fuller } Commissioners

All of which by the view Report of said commissioners filed among the proceedings on the aforesaid petition - fully appears - and now said View Report being read & considered is accepted and the aforesaid petition is dismissed without costs.



A. B. Clarke & Pet  
for a New Highway  
in Holyoke

9

To the County Commissioners of the County of Hampden.  
Respectfully represent the subscribers citizens  
of Holyoke and the vicinity that the public  
convenience and necessity require the  
establishment of a new road leading from  
Holyoke at some point near the mill of the  
Holyoke Paper Company along and near the  
bank of the Connecticut River to some point  
in the old stage road from Springfield to  
Northampton near the house of Alexander &  
Sinus Day, or at some point between the  
road from Jones Ferry and the tannery of Homer  
Ely - they therefore pray your honorable board  
to view the premises - and take such action  
in the premises as is necessary for the location  
and establishment of the road above described,

A. B. Clarke & Others

The foregoing petition was entered at a meeting  
of the County Commissioners holden for said  
county on the first Tuesday of October in the  
year of our Lord Eighteen hundred and fifty nine -  
and this petition was continued from meeting  
to meeting to the meeting of the County  
Commissioners holden for said county on the  
second Tuesday of April in the year of our  
Lord Eighteen hundred and sixty, at which  
meeting, the Commissioners, deeming a view of  
the premises expedient, appointed Thursday, the  
twenty sixth day of July then next - and eight  
o'clock in the forenoon, at the Holyoke House in  
Holyoke as the time and place for viewing the  
premises; and caused a copy of said petition to  
be served upon the clerk of the town of Holyoke,  
being the town within which such highway is  
prayed for, thirty days at least before the time  
appointed for said view; and also caused abstracts  
of said petition, containing the substance thereof,  
to be posted in two public places in Holyoke  
said town; and also gave notice to all persons  
interested by causing a copy of said petition to  
be published three weeks successively in the



Holyoke mirror a newspaper published in said county, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view.

And on the said twenty sixth day of July the commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the further consideration thereof was deferred till the next regular meeting of the commissioners, held at Springfield aforesaid, on the first Tuesday of October then next at which meeting the parties were heard, and after the hearing, said commissioners proceed to consider and adjudicate upon the prayer of said petition, and after considering the same, said commissioners did adjudge that, so much of said petition as relates to the location of a highway from near the mill of the Holyoke Paper Company to a point in the old stage road near the house of Alexander and Sinus Day be granted. As by the report in writing of said view and adjudication on file appears. And this petition was continued to this meeting, and now, said commissioners appointed Wednesday the twentieth day of February then next, and two o'clock in the afternoon, at the Holyoke House, in said Holyoke as the time and place when and where they would meet and proceed to locate said highway, and the said commissioners having given notice of the adjudication and the time and place appointed for locating, in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to



view. (except publishing an abstract of said petition instead of a copy thereof.) on the said twentieth day of February, met and proceeded to locate as follows. To wit, commencing at a point over the center of the Key Stone, at the Northerly end of Westerly Culvert, Southerly of the Holyoke Paper Company's buildings, then running North Seventy one degrees and thirty five minutes West, one hundred and sixteen feet to a stone; Then North Eighty two degrees and twenty five minutes West, one hundred and three and three fourths feet to a stone; Then North eighty three and five sixths degrees West, one hundred feet to a stone; Then North Eighty six degrees West, seven hundred and twenty feet to a stone; Then South Eighty two and five sixths degrees West, one hundred and thirty four feet to a stone; Then South fifty six and a quarter degrees West, one hundred and sixteen feet to a stone; Then South forty three degrees and thirty five minutes West, five hundred and three feet to a stone; Then South thirty four degrees and fifty five minutes West, fourteen hundred and fourteen feet to a stone; Then South thirty six and a quarter degrees West, one hundred and sixty five feet to a stone; Then South thirty eight degrees West, Eight hundred and <sup>(Then South twenty nine and three quarter degrees West, three hundred and fifteen feet to a stone)</sup> sixty feet to a stone; Then South twenty two and a half degrees West, ninety two feet to a stone; Then South thirty one degrees West, one hundred and fifty feet to a stone; Then South forty two degrees and five minutes West, one hundred and eighty nine feet to a stone; Then South fifty three degrees and five minutes West, two hundred feet to a stone; Then South sixty six degrees West, one hundred and ninety three and a half feet to a stone; Then South fifty six and a half degrees West, two hundred and sixty two feet to a stone; Then South forty eight and a quarter degrees West, two hundred feet to a stone; Then South



thirty five and a quarter degrees West, four hundred feet, to a stone: Then South forty six and a half degrees West, ninety feet to a stone: Then South fifty nine and a half degrees West, two hundred and ninety two feet to a stone: Then South sixty one and a quarter degrees West, two hundred feet to a stone monument on the Westerly side of the Northampton and Springfield road: The lines are run and the bounds are set on the Westerly or right hand side of the foregoing highway, and the same is located fifty feet wide, except the last course and distance which is laid fifty feet wide at the commencement, and sixty six feet wide at the end, with straight side lines. —

And now it is ordered that the said town of Holyoke, cause the road aforesaid which is within the limits of the said town of Holyoke to be worked, made, and completed in the most faithful and workmanlike manner, and as follows, to wit: The said road must be thoroughly ploughed, where ploughing is practicable, and be thoroughly cleared of stones, stumps and roots. The top soil, where it is unsuitable for making a hard and permanent road, must be removed out of the traveled way, or may be used in embankment, if it be so placed as not to be within twelve inches of the surface of the road when finished. Where the materials within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least 8 inches of good gravel, or some other good material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of 20 feet for the traveled part of the road. Where the subsoil is sand, the said traveled part of the road, after being



properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick, and afterward with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its centre to the height of 12 inches. And the traveled part thereof must be worked to the width of 20 feet, exclusive of the side slopes and of the ditches; so that carriages and teams may pass with safety and convenience over any and every part of the 20 feet aforesaid. The said traveled part of the road must be worked in the centre of, and parallel to its location, without any regard to the additional widths laid out for materials in constructing the road, except near its angles, which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches, where they are needed, must be constructed entirely without the traveled part of the road of 20 feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty-four degrees, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the centre line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently



stand by the road side. Over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills, where the road is made partly by embankment and partly by excavation, the road must be crowned, in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the centre, and from thence to the exterior or down-hill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty-five degrees; where the materials are loose gravel or sand, the angle must not exceed thirty degree from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveler; the railing must consist of straight handsome chestnut poles, not less in any part than five inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from centre to centre. Where the sides of embankments are constructed or secured with substantial well-laid stone walls, stones two feet high above the face of the road, and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splicings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles, at least one



foot in length; in such manner that the chamfered faces will fit and lie close together, with the iron bolt aforesaid passing directly through the center of said joining or splicing. Or a stone wall built in a substantial and work-manlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment with the interior or inside thereof, not less than 2 feet within the edge of the slope of the embankment, and without, in any manner obstructing or interfering with said 20 feet for the traveled part of the road. Where the sides of embankments are constructed, or secured with substantial, well-laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense this kind of structure will be required,) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular; the road need be worked to no greater width than twenty-four feet on the top or face of the embankment, to furnish a firm support to the railing and the twenty feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial, well laid stone abutments, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of 8 inches in addition; except the span of the arch or arches of a bridge, each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three



with plank. Whenever a bridge is covered with plank the top of the planking must be at grade, and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty-four feet long, measured at right angles with the direction of the road, and be substantially and properly railed to the height of three feet, and the width of not less than 20 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner, with good, firm, straight stone sides, or abutments not less than two feet apart, and 30 inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be crowned 8 inches in addition. The owners of land over which said road is located, retain the legal right to construct cattle culverts, or farm bridges across and underneath the road for their accommodation and convenience, provided they do not thereby increase the ascent or descent in the grading of the road, as hereafter described, and construct said culverts or bridges in manner prescribed for the bridge; and the said culverts - when placed in must forever after be maintained by such owners, their heirs or assigns, in good repair, and in such condition as to render them safe and convenient for the traveller. In grading the road aforesaid, care must be used in front of any dwelling house or other building where an excavation



is required, to leave the side bank thereof nearest said building, in the best shape for placing in a bank wall if the owner of said building shall so elect, otherwise so to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto; provided, however, when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling-house or other building, it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing, (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be. Trees that have been planted and reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it.

And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings, intersections or connections therewith, as to render them perfectly safe and convenient for the traveler.

And it is further ordered that the grading of the road aforesaid which lies within the town of Holyoke be so worked as not in any place to exceed the angles of ascent or descent from a horizontal line hereafter mentioned. The grade pins are all placed in the centre of the location, are all driven down to near the



surface of the earth, and the summits or tops of said pins are the points of admeasurement for ascertaining the amount of excavation or embankment. The summits or tops of those pins that are at grade, in connection with the line of inclination, represent the base of the traveled part of the road and the crowning of 8 inches required by this order is, in all cases, to be considered as placed on or above the tops or summits of said pins and line. The grade pins that are mentioned in this description as being numbered, have a stake driven by the side of them, bearing the number of said grade pin. The admeasurement is given in feet and the decimal parts of a foot. And said grading is as follows, to wit:

Commencing at grade pin No 1 standing twenty five feet southerly of the northerly end of the culvert mentioned in the survey and over the center of said arch at grade. No 2 grade. No 3 grade. No 4 grade. No 5 fill 3.9 ft. No 6 fill 2.46 ft. No 7 fill .65 ft. No 8 cut 2.1 ft. No 9 cut 3.6 ft. No 10 cut 2. ft. No 11 grade. No 12 fill .6 ft. No 13 fill 1. ft. No 14 grade nearly. No 15 cut 1.0 ft. No 16. cut 1.2 ft. No 17 cut 1. ft. No 18 cut .7 ft. No 19 fill .8 ft. No 20 fill 1. ft. No 21 cut .5 ft. No 22 fill .5 ft. No 23 fill .3 ft. No 24 cut .45 ft. No 25 grade. No 26 grade. No 27 fill 1.6 ft. No 28 fill .6 ft. No 29 grade. No 30 cut 2.2 ft. No 31 cut 4.2 ft. No 32 cut 3.6 ft. No 33 cut 4.1 ft. No 34 fill 19. ft. No 35 cut 2.12 ft. No 36 cut .9 ft. No 37 grade. No 38 fill 2.1 ft. No 39 fill 2.5 ft. No 40 fill .4 ft. No 41 cut 2.9 ft. No 42 cut .5 ft. No 43 grade nearly. No 44 fill 5.6 ft. No 45 fill 14. ft. No 46 cut 1.6 ft. No 47 cut 2.60 ft. No 48 cut 2.6 ft. No 49 cut 3.8 ft. No 50 cut .6 ft. No 51 fill .3 ft. No 52 fill 1.4 ft. No 53 grade. No 54 cut 4.3 ft. No 55 fill 5.07 ft. No 56 cut .10 ft. No 57 fill 2.6 ft. No 58 cut 1.6 ft. No 59 grade. No 60, 61, 62, and 63 grade.



No 64 fill 4 ft. No 65 fill 1.5 ft. No 66 grade  
 No 67 fill 5.3 ft. No 68 fill 1. ft. No 69 grade  
 The inclination of the road when completed  
 is to be as follows viz from grade stake No 1 to  
 No 2 nearly level, from No 2 to No 3.  $1^{\circ}52'$  descending  
 from No 3 to No 4.  $1^{\circ}45'$  descending from No 4 to  
 No 11.  $0^{\circ}23'$  ascending, from No 11 to No 13.  $0^{\circ}7'$   
 descending from No 13 to No 15 nearly level,  
 from No 15 to No 20.  $0^{\circ}15'$  descending from No 20  
 to No 25.  $0^{\circ}25'$  ascending from No 25 to No 29  
 $0^{\circ}30'$  descending from No 29 to No 34.  $0^{\circ}30'$  descending  
 from No 34 to No 37.  $0^{\circ}32'$  ascending from No 37  
 to No 42.  $1^{\circ}15'$  nearly from No 42 No 45.  $0^{\circ}08'$   
 ascending from No 45 to No 53.  $2^{\circ}40'$  nearly, from  
 No 53 to No 59.  $2^{\circ}00'$  nearly, from No 59 to No 60  
 $2^{\circ}00'$  nearly, from No 60 to No 61.  $1^{\circ}20'$ , from  
 No 61 to No 62.  $1^{\circ}15'$ , from No 62 to No 63  $0^{\circ}45'$ ,  
 from No 63 to No 66.  $1^{\circ}15'$  from No 66 to the  
 top of the road bed of the old stage road  $3^{\circ}00'$   
 nearly, the last mentioned grades from station  
 No 45 to the end of the road are all ascending,  
 a culvert will be required near station No 34  
 fifty feet long six feet high and four feet wide  
 in the clear the same to be covered with stones  
 not less than seven feet long and ten inches  
 thick embankment walls will be required on  
 both sides of the highway at this point between  
 stations No 33 and No 35 to be built of sufficient  
 height to receive and protect the embankment,  
 also a culvert will be required near station  
 No 45 to be fifty feet long, four feet high and  
 three feet wide in the clear to be covered  
 with stone six feet long and ten inches thick  
 an embankment wall will be required on  
 the easterly or left hand side of the highway  
 between stations No 44 and 46 to be of sufficient  
 height to preserve the slope of the earth embankment,  
 also a culvert will be required between station  
 No 66 and 67. fifty feet long six feet high and  
 four feet wide in the clear and to be covered  
 with stones not less than seven feet long and



ten inches in thickness, embankment walls will be required at this point between Station No 66 and 67 on both sides of the highway to be built of sufficient height to receive and preserve the earth embankment. -

A cattle pass underneath the highway will be required between Stations No 55 and 56 to be four feet wide and not less than five and a half feet high in the clear to be covered with good sound oak or chestnut plank 3 inches thick, and in all other respects to conform to the direction heretofore given for bridges or to be covered with stone seven feet long and ten inches thick. -

The County Commissioners having heard all persons and corporations interested in relation to damages - who expressed a desire to be heard thereon consider and adjudge that the sum of fifty dollars be paid to Alexander and Genus Day and the sum of Two hundred and Seventy five dollars be paid to Willard Ely and the sum of one hundred and Eighteen dollars be paid to the Estate of Jedediah Day, and the sum of one hundred and forty eight dollars be paid to the Hadley Falls Company all in full compensation for all damages they will sustain in consequence of the aforesaid location of a highway, no other person or corporation in the opinion of the County Commissioners being entitled to damages none are awarded. The several owners of land over which said highway is located are allowed until the first day of June A.D. 1861 to remove their timber, fences, trees buildings and crops. - And it is ordered that said road be worked and made hard safe and convenient for travelers to pass over with their horses carriages cattle and teams and that it be made and completed by the town of Holyoke on or before the first day



of October, A.D. 1861 to the acceptance of the  
county commissioners

Henry Charles	} County Commissioners
Henry Fuller	
Nelson, D. Parks	

all of which by the report of said commissioners  
filed among the proceedings on the aforesaid  
petition fully appear, and this petition was  
continued to an adjourned meeting of said county  
commissioners, holden for said County on the  
fourteenth day of March in the year of our Lord  
Eighteen hundred and sixty one, and now said  
report being read and considered is accepted  
and the road established as and for a public  
highway. —

Royal, C. Blair & Co Pet To the County Commissioners of the County  
for a highway in of Hampden. The undersigned would humbly  
represent that the highway leading from West  
Palmer. —  
Warren in the County of Worcester to Ware  
village in the County of Hampshire is narrow,  
hilly crooked and inconvenient. Therefore  
your petitioners request your Honors to view  
that portion of said highway between Warren  
line and Ware line making the termini of  
said lines at any place or places where it may  
be best to accommodate the other counties to  
meet, to make the best road that public  
convenience and necessity require and to  
make such alterations and repairs as you  
may think proper, or to locate a new road  
or such portions of a new highway as may  
best promote the public travel and to discontinue  
such portions of the old highway as may be  
rendered useless

Royal C Blair & others.

The foregoing petition was entered at a meeting  
of the County Commissioners holden for said  
County on the fourth Tuesday of December



in the year of our Lord one thousand eight hundred and fifty nine, at which meeting, the commissioners, deeming a view of the premises expedient, appointed Wednesday, the sixteenth day of May then next, and ten o'clock in the forenoon, in the highway at the town line between Palmer & Warren near the house now or recently occupied by Merrill Oakes, as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Palmer being the town within which such New road & alteration are asked for - prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in Palmer said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Republican a newspaper published in said county, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view.

And on the said sixteenth day of May the commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the commissioners then determined to hear the parties at the same time of said view; and having heard the parties, said commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said commissioners did then and there adjudge



that common convenience and necessity does not require that the petition should be granted - and the same is dismissed without costs.

Nelson, D. Parks } County  
Henry Charles } Commissioners  
Henry Fuller }

as by the report in writing of said view and adjudication on file appears. - and this petition was continued from meeting to meeting to this meeting, and now said view report being read & considered is accepted, and the aforesaid petition is dismissed without costs.

Costs on the pet of  
H. G. Allen & others are  
remitted.

Commonwealth of Massachusetts -  
Hampden, p.

At a meeting of the County Commissioners held on the 4<sup>th</sup> Tuesday of December A. D. 1860, on the Petition of Henry G. Allen & others asking for a remission of the costs on the petition of said Allen and others asking for a Highway in Blandford heretofore dismissed with costs. Upon the above named pending petition for the reasons set forth in the same and for the reason that said rejected petition was rendered unnecessary by a different petition - which was signed by John Cross and others - said petition pending as aforesaid is hereby granted - and said costs remitted.

Nelson, D. Parks } County  
Henry Charles } Commissioners  
Henry Fuller }

Overseer of H. of C.  
appointed

Ordered: That William Stowe, John H. Hunt and A. W. Merrick be appointed for the year ensuing Overseers of the House of Correction - in place of said Stowe Hunt & Merrick - term expired.



County  
Estimate

Estimate of Expenses for the County of Hampden for  
the year 1861, for which a tax will be necessary

For payment of Jurors of Courts	\$4600.00	
" " Officers	1000.00	
" " County Commissioners	1600.00	
" " Land Damages	3500.00	
" " of Publication Commissioners Notices	200.00	
" " Sheriff Jurors & Witnesses	200.00	
" " Lending Venues	250.00	
" " Surveying Highways	200.00	
" " Monuments for Highways	100.00	
		\$11650.00

For House of Correction & Jail		
Provisions	4900.00	
Clothing prisoners	300.00	
Fuel	700.00	
Lights	175.00	
Beds & Bedding	50.00	
Medical Attendance & medicine	100.00	
Instruction (Chaplain)	300.00	
Salaries, Jailor &c	2927.00	
Furniture	50.00	
Repairs H of C & Jail	300.00	
		\$9802.00

For Court House		
Messenger to Saine	600.00	
Clerk of Courts	300.00	
Record Books & Stationery	600.00	
Indices	200.00	
Repairs	450.00	
Fuel & Lights	300.00	
Salaries of Treasurer & Sheriff	1600.00	
Examiners	27.00	
Inquest / Coroners & Fire	440.00	
Costs Criminal Cases	12000.00	
Expenses two Police Courts	700.00	
Judge Probate (Summaries)	30.00	
Interest on County Debt & Temporary Loans	500.00	
		\$17748.00

Enlargement of Jail and House of Correction	14,000.00	
Total	\$	53200.00



The County is indebted for money borrowed  
to pay current expenses payable on demand \$6100.00

The County is indebted for current expenses for  
which orders are drawn on the Treasurer and  
unpaid amounting to \$1202.40

There is due the County on the County Tax  
assessed 1860 the sum of \$3446.49  
Also for labor of Prisoners 225.38

\$14000. The item for Enlargement of Jail & H of  
Correction of Fourteen thousand dollars the Commissioners  
do not ask to be inserted in County tax but  
simply insert the item agreeably to Law the tax  
actually called for is \$39200.00

Henry Charles } County  
Henry Fuller } Commissioners  
Nelson, D. Parks }

Order for purchase  
of Law Books

Ordered, that a sum not exceeding four hundred  
dollars be appropriated to purchase Law Books  
for the County - and that Judge Henry Morris  
Hon George Walker & Henry Fuller be appointed  
a Committee to purchase said books

Henry Charles }  
Henry Fuller } County  
Nelson, D. Parks } Commissioners

March 14<sup>th</sup> William P. Chaffee is licensed as an  
innholder and common victualer at his  
house in So. Wilbraham for the year ending  
the first day of April.

April 1<sup>st</sup> Nathaniel P. Brown is licensed as an  
innholder at the Woronoco House Westfield.

Timothy M. Cooley is licensed as a common  
victualer in the Lewis Block, Westfield.



Sundry accounts against the County being presented for allowance amounting to the sum of six thousand nine hundred and nineteen dollars, and eighty six cents are allowed and ordered to be paid from the County Treasury. —

The South Parish in Milbraham Congregational Society is allowed the sum of one hundred dollars in full for damages for land taken for a highway laid upon the petition of John B. Morris & others and the same is ordered to be paid from the County Treasury. —

Hampden, sp. April 2<sup>d</sup>. 1861

Judgment is entered up according to reports &c and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest

Geo Morris Clerk



Commonwealth of Massachusetts  
Hampden ss

At a meeting of the County Commissioners begun and holden at Springfield within and for the County of Hampden on the fourth Tuesday of June being the twenty fifth day of the month, and from day to day to the twenty seventh day of said month, and by adjournment on the second day of July, and by adjournment on the sixteenth day of July, and by adjournment on the sixth day of August and by adjournment on the twenty first day of August, to the twenty second day of August, and by adjournment on the twenty eighth day of said month of August to the twenty ninth day of said month and by adjournment on the twelfth day of September and by adjournment on the twenty fourth day of said month of September in the year of our Lord one thousand eight hundred and sixty one.

Present Henry Charles } County  
Henry Fuller } Commissioners  
Nelson D. Parks }

R. W. Kellogg & others  
Petrs  
for a new highway &  
alteration of New Location  
of a highway in Granville  
& Southwick

3

To the County Commissioners of the County of Hampden. The undersigned legal voters of the towns of Southwick, Granville & Westfield respectfully represent that the public convenience and wants require that a road or highway should be laid out and constructed beginning at or near the Guide Board East of the Four Corners so called in Granville then running in an easterly direction through the Notch so called to the House occupied by Horace Wetherbee in said Southwick, also that the Road leading from the house of said Wetherbee to the Hotel in said Southwick is narrow crooked and inconvenient, wherefore your Petitioners, request your board to view



the premises and widen, straighten or new  
locate said road, and discontinue such parts  
of the highway as may be useless, or make  
such alterations and improvements as shall  
appear necessary - and also to view locate  
and construct said Highway commencing at  
the four corners aforesaid.

Southwick, May 29<sup>th</sup> 1860

R. W. Kellogg & others

The foregoing petition was entered at a  
meeting of the County Commissioners holden  
at Springfield, within & for said County on  
the second Tuesday of April, in the year of  
our Lord Eighteen Hundred and sixty, at  
which meeting, the Commissioners, deeming  
a view of the premises expedient, appointed  
Tuesday, the thirty first day of July then next,  
and nine o'clock in the forenoon, at Roots  
Hotel in East Granville as the time and place  
for viewing the premises; and caused a  
copy of said petition to be served upon the  
clerks of the towns of Southwick and Granville,  
being the towns, within which such new  
road and alterations and discontinuance  
prayed for, thirty days at least before the time  
appointed for said view; and also caused  
abstracts of said petition, containing the  
substance thereof, to be posted in two  
public places in said towns; and also  
gave notice to all persons interested by  
causing a copy of said petition to be published  
three weeks successively in the News Letter  
a newspaper published in said County,  
said posting and the last publication of  
said copy having been fourteen days at  
least before the time appointed for said  
view; and before said view was had,  
said Commissioners gave notice in like  
manner as described in the foregoing notice  
of the petition, to all persons interested, of the  
time and place for commencing said view.



and on the said thirty first day of July the commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the further consideration thereof was deferred till the next regular meeting of the commissioners, held at Springfield aforesaid, on the second Tuesday of April then next - at which meeting the parties were heard, and after the hearing, said commissioners proceed to consider and adjudicate upon the prayer of said petition, and after considering the same said commissioners did adjudge that the prayer of the Petition should be granted, ~~as by the report of said~~ <sup>view & adjudication on file appears, and</sup> said commissioners <sup>thereupon</sup> appointed Tuesday the thirtieth day of July then next and ten o'clock in the forenoon, at the house of Thomas Cooley in said Southwick as the time and place when and where they would meet and proceed to locate said highway and alterations, and the said commissioners having given notice of the adjudication and the time and place appointed for locating in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof,) on the said thirtieth day of July met and proceeded to locate as follows, to wit. =

Commencing at a point, in the center of the location, opposite a Stone Monument, standing on the southerly side of the road leading from Granville - Four Corners to Southwick, forty eight feet southerly of the Guide post at the junction of the East Granville & Westfield road; then running South seventy six and five sixths degrees East, three hundred and eighty feet to a point in the center opposite a stone; the highway for this course & distance is seventy three feet wide at the commencement,



and fifty eight feet wide at the end, with straight side lines: Then South sixty seven and a half degrees East, two hundred and twenty feet, to a point opposite a stone: Then South sixty degrees and twenty five minutes East, eight hundred and sixty seven feet to a point opposite a stone: Then South fifty seven degrees and thirty five minutes East, one hundred and fifty seven feet to a point opposite a stone: Then South sixty eight and three quarter degrees East, two hundred and eighty one and a half feet, to a point opposite a stone: Thus far the lines are run thirty three feet Northerly of the monuments, which are set on the southerly or right hand side of the highway, at right angles with the backsights of the courses as run; and the highway thus far except the first course & distance is laid fifty eight feet wide: Then South sixty two and one twelfth degrees East, one hundred and seventy four and a half feet, to a point opposite a stone: The highway for this course & distance is laid fifty eight feet wide at the commencement, and eighty eight feet wide at the end; and the course is run at the distance of sixty two feet Northerly of the monuments, and in connection with the center of the next course: Then running in the center of the location North seventy nine and a half degrees East, four hundred feet: Then North seventy eight degrees East, one hundred and twenty seven feet: Then North forty two and three quarter degrees East, one hundred and twenty feet: Then North twenty seven and one sixth degrees East, two hundred feet: Then North twenty one and a half degrees East, one hundred feet: Then North sixteen and two thirds degrees East, one hundred feet: Then North fourteen and a quarter degrees



East, one hundred feet; Then North ~~seventeen~~  
 and one third degrees East, one hundred feet;  
 Then North twenty two and five sixths degrees  
 East, one hundred feet; Then North fifty one  
 degrees East, two hundred feet; Then North  
 thirty four degrees East, three hundred feet;  
 Then North thirty four and a quarter degrees  
 East, two hundred feet; Then North forty  
 degrees East, two hundred feet; Then North  
 forty eight and one sixth degrees East, two  
 hundred feet; For the last fourteen foregoing  
 courses and distances the highway is laid  
 fifty feet wide; Then running at the distance  
 of twenty five feet, from the left hand side  
 of the location, North fifty and five sixths  
 degrees East, one hundred feet, the highway  
 for the last course and distance is laid fifty  
 feet wide at the commencement and sixty  
 five feet wide at the end; Then running,  
 at the distance of forty feet from the Easterly  
 or right hand side of the location, North  
 forty seven and three quarter degrees East,  
 one hundred feet; Then North fifteen and  
 two thirds degrees East, one hundred feet;  
 Then North twenty four and a half degrees  
 East, one hundred feet; Then North one  
 and a half degrees East, one hundred feet;  
 Then North twenty seven degrees East, one  
 hundred feet; Then North thirty three  
 and five sixths degrees East, one hundred  
 feet; Then North thirty nine and a half  
 degrees East, one hundred feet; Then  
 North fifty and three quarter degrees East,  
 two hundred feet; Then North fifty one  
 and a half degrees East, one hundred feet;  
 Then North thirty eight and a quarter degrees  
 East, two hundred feet; Then North thirty  
 five degrees East, one hundred feet; Then  
 North thirty nine and a quarter degrees East,  
 one hundred feet; Then North thirty and  
 five sixths degrees East, one hundred feet;



Then North two and one third degrees West,  
one hundred feet; Then North twenty two  
and a quarter degrees West, one hundred  
feet; Then North one degree East, one  
hundred feet; Then North six and a quarter  
degrees East, two hundred feet; Then North  
four and one third degrees East, one hundred  
feet; Then North twelve and a half degrees  
West, one hundred feet; Then North five  
and a quarter degrees East, one hundred  
feet; Then North one degree East, one hundred  
feet; Then North four and a half degrees  
West, one hundred feet; Then North eleven  
and three quarter degrees East, one hundred  
feet; Then North fifteen degrees East, one  
hundred feet; Then North fourteen and  
three quarter degrees East, one hundred  
feet; Then North six degrees East, one  
hundred feet; Then North twenty and  
three quarter degrees East, one hundred  
feet; Then North twenty four and a half  
degrees East, one hundred feet; Then North  
thirty three degrees East, one hundred feet;  
Then North thirty and three quarter degrees  
East, one hundred feet; Then North twenty  
two and a half degrees East, one hundred  
feet; Then North thirty four degrees East,  
one hundred feet; Then North forty and  
a half degrees East, one hundred feet;  
Then North forty eight degrees East, one  
hundred feet; Then North sixty two and  
a quarter degrees East, one hundred feet;  
Then North Eighty six degrees East, one  
hundred feet; Then Due East one hundred  
feet; Then North Seventy three and two  
thirds degrees, East one hundred feet;  
Then North Seventy degrees East, one hundred  
feet; Then North Seventy five and five  
sixths degrees East, one hundred feet;  
Then South Seventy eight degrees East, one  
hundred feet; Then South sixty seven



and one sixth degrees East, one hundred feet; Then South seventy one and a quarter degrees East, one hundred feet; Then South sixty two and five sixths degrees East one hundred feet; Then South seventy four and a half degrees East, one hundred feet; Then South fifty four and three quarter degrees East, one hundred feet; Then South seventy one and a half degrees East, one hundred feet; Then South sixty three and two thirds degrees East one hundred feet; Then South eighty six and a half degrees East, one hundred feet; Then South seventy five and a quarter degrees East, one hundred feet; Then South seventy two and a half degrees East, one hundred feet; Then South seventy seven and a half degrees East, one hundred feet; Then South seventy three degrees East, one hundred feet; Then South sixty seven degrees East, one hundred feet; Then South thirty six and three quarter degrees East, two hundred feet; Then South twenty seven and a half degrees East, one hundred feet; Then South one and two thirds degrees West, one hundred feet; Then South fifteen degrees West, one hundred feet; Then South eight degrees and thirty minutes West, one hundred feet; Then South one and two thirds degrees West, one hundred feet; Then South eleven degrees East, one hundred feet; Then South fifteen degrees East, one hundred feet; Then South thirty two degrees East, one hundred feet; Then South forty one and three quarter degrees East seventy seven feet; Then South fifty nine and three quarter degrees East, one hundred and twenty three feet; Then South fifty seven degrees and fifty minutes East, one hundred feet; Then South forty nine and a quarter degrees East, one hundred feet; Then South fifty two degrees East, one hundred feet; Then South fifty four and one third degrees



East, one hundred feet; Then South Sixty Six  
and two thirds degrees East, one hundred feet;  
Then South Seventy two and a half degrees East,  
one hundred feet; Then South eighty nine and  
five sixths degrees East, one hundred feet;  
Then South Seventy and a half degrees East, one  
hundred feet; Then South Seventy Seven and  
three quarter degrees East, one hundred feet;  
Then South fifty five degrees East, one hundred  
feet; Then South fifty nine and a quart degree  
East, one hundred feet, to a point opposite  
a hole drilled in the ledge. Then South forty  
and three quarter degrees East, one hundred  
feet; Then South forty eight degrees East,  
one hundred feet; Then South forty three  
degrees East, one hundred feet; Then  
South thirty eight degrees and a half East,  
one hundred feet; Then South forty seven  
and a half degrees East, one hundred feet  
to a point opposite a hole drilled in the  
ledge; Then South thirty nine and a  
half degrees East, one hundred feet; Then  
South thirty six and a half degrees East,  
one hundred feet; Then South twenty nine  
and a quarter degrees East, one hundred  
feet; Then South nineteen and five sixths  
degrees East, one hundred feet; Then  
South twenty seven degrees East, one hundred  
feet; Then South thirty and one sixth  
degrees East, one hundred feet; Then South  
thirty four degrees and thirty five minutes  
East, one hundred feet; The highway  
for the last ninety foregoing courses and  
distances is laid sixty five feet wide;  
Then South sixty nine and a half degrees  
East, one hundred feet. The highway for  
this course and distance is sixty five feet  
wide at the commencement and fifty feet  
wide at the end; and the course is run  
from a point forty feet from the southerly  
or right hand side of the last course to the



center of the next course: Then running, in the center of the location, South eighty one and one third degrees East, Six hundred feet: Then South eighty degrees East, one hundred and ninety eight feet to a point twenty five feet Northerly of the Northerly side of the Well on the Bradley place so called.

Then South Seventy six and two thirds degrees East, Seven hundred and two feet: Then South Seventy three and two thirds degrees East, eight hundred and thirty seven feet: Then South Seventy four degrees East, one hundred and Seventy Seven feet to a point opposite a Stone monument: The highway for the last course and distance is fifty feet wide at the commencement - and one hundred and eighty five feet wide at the end, and the line is run at the distance of twenty five feet from the Northerly side of the highway; and the monument at the end of the course is set at right angles with the backsights of the course as run: Then running from the last monument, and on the southerly or right hand side of the location, South forty three and three quarter degrees East, ninety five feet to a stone. The highway for this course and distance is One hundred and Eighty five feet wide at the commencement, measured in connection with the last or previous course, and fifty feet wide at the end; with straight side lines to this and all other courses: Then South Seven and a half degrees East, one hundred and ninety nine feet to a stone: Then South nine degrees East, fifty one and a half feet to a stone: Then South thirty five and one twelfth degrees East, three hundred and thirty one feet: Then South thirty six and three quarter degrees East, three hundred and twenty six feet to a stone: Then South sixty two and one twelfth degrees East, two hundred and



sixteen feet; Then South sixty four and three  
quarter degrees East, one hundred and ninety  
four feet; Then South fifty one degrees East,  
one hundred feet to a stone; Then South  
fifty and one twelfth degrees East, three hundred  
and seven feet to a stone; Then South thirty  
two and two thirds degrees East, ninety feet  
to a stone; Then South fifteen and a quarter  
degrees East, one hundred and twenty five  
feet to a stone; Then South sixteen degrees  
East, one hundred and thirty nine feet  
to a stone; Then South fifty three and one  
third degrees East, one hundred and forty  
seven feet, to a stone; Then South seventy  
four and five sixths degrees East, one  
hundred and eleven feet to a stone; Then  
running in the center of the location  
North eighty and a quarter degrees East,  
one hundred feet; Then North fifty and  
two thirds degrees East, seven hundred feet;  
Then North forty five and three quarter degrees  
East, two hundred and sixty one and a  
half feet; Then North seventy one and three  
quarter degrees East, one hundred and  
thirty eight and a half feet; Then South  
eighty two and one third degrees East, five  
hundred feet; Then South seventy seven  
and a quarter degrees East, seven hundred  
feet; Then South eighty one and one sixth  
degrees East, four hundred feet; Then South  
eighty two and one third degrees East, two  
hundred and sixteen feet; The last  
eight courses are reversed bearings taken  
from the end of the lines; Then South  
seventy four and a half degrees East, one  
hundred and fifty seven feet; Then South  
seventy six degrees East, five hundred and  
eighty six feet to a point opposite a stone  
monument on the southerly side of the road  
from Loomis, St in Southwick, to Southwick  
center. all that part of the foregoing highway



The width of which is not before particularly specified is laid fifty feet wide and the monuments are set on the Southerly and Easterly or right hand side of the location, at right angles with the back sights of the courses, or all that part thereof where the lines are run within the location. —

And now it is ordered that the said town of Southwick cause the road aforesaid which is within the limits of the said town of Southwick. And also that the said town of Granville — cause the road aforesaid which is within the limits of the said town of Granville to be worked, made, and completed in the most faithful and workmanlike manner, and as follows, to wit: The said road must be thoroughly ploughed, where ploughing is practicable, and be thoroughly cleared of stones, stumps and roots. The top soil, where it is unsuitable for making a hard and permanent road, must be removed out of the traveled way, or may be used in embankment, if it be so placed as not to be within twelve inches of the surface of the road when finished. Where the materials within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least 8 inches of good gravel, or some other good material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of 18 feet for the traveled part of the road. Where the subsoil is sand, the said traveled part of the road, after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick, and afterward with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Said



road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its centre to the height of 12 inches. And the traveled part thereof must be worked to the width of 18 feet, exclusive of the side slopes and of the ditches; so that carriages and teams may pass with safety and convenience over any and every part of the 18 feet aforesaid. \* and parallel to its location, without any regard to the additional widths laid out for materials in constructing the road, except near its angles, which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches, where they are needed, must be constructed entirely without the traveled part of the road of 18 feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty-four degrees, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the centre line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side. Over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills, where

\* The center of the said traveled part of the road must be worked from station No 1 to station No 2 at the distance of twenty two feet from the southerly or right hand side of the location. From station No 2 to station No 48 in the centre of the location. From station No 48 to station No 141 at the distance of forty feet from the southerly or right hand side of the location and from No 141 to No 230 in the centre of -



the road is made partly by embankment and partly by excavation, the road must be crowned, in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the centre, and from thence to the exterior or down-hill side must be made nearly or quite level. All side of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty-five degrees; where the materials are loose gravel or sand, the angle must not exceed thirty degrees from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveler; the railing must consist of straight handsome chestnut poles, not less in any part than five inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from centre to centre. Where the sides of embankment are constructed or secured with substantial well-laid stone walls, stones two feet high above the face of the road, and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splicings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles or joist, at least one foot in length, in such manner that the chamfered faces will fit and lie close together, with the iron bolt aforesaid passing directly through the center of said joining or splicing. Or a stone wall built in a substantial and workmanlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at



its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment with the interior or inside thereof, not less than 2 feet within the edge of the slope of the embankment, and without, in any manner obstructing or interfering with said 18 feet for the traveled part of the road. Where the sides of embankments are constructed, or secured with substantial, well-laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense this kind of structure will be required,) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular; the road need be worked to no greater width than twenty-four feet on the top or face of the embankment, to furnish a firm support to the railing and the twenty feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial, well laid stone abutments, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of 12 inches in addition; except the span of the arch or arches of a bridge, each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank. Whenever a bridge is covered with plank the top of the planking must be at grade, and a stick of chestnut timber ten inches on the bottom and inside and sloping to



eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. all bridges must be made twenty feet long, except as hereinafter provided, measured at right angles with the direction of the road, and be substantially and properly railed to the height of three feet, and to the width of not less than 18 feet between the railings clear of all obstructions. all necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner, with good, firm, straight stone sides, or abutments not less than two feet apart, and 18 inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be crowned 8 inches in addition. The owners of land over which said road is located, retain the legal right to construct cattle culverts, or farm bridges across and underneath the road for their accommodation and convenience, provided they do not thereby increase the ascent or descent in the grading of the road, as hereafter described, and construct said culverts or bridges in manner prescribed for the bridges and the said culverts when placed in must forever after be maintained by such owners, their heirs or assigns, in good repair, and in such condition as to render them safe and convenient for the traveler. In grading the road aforesaid, care must be used in front of any dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said building, in the best shape for placing in a bank wall if the owner of said building shall so elect, otherwise so to slope such side bank as to cause the least possible injury to said building or the



appurtenances thereto; provided, however, when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling-house or other building, it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing, (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be.

Trees that have been planted or reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it.

And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings, intersections or connections therewith, as to render them perfectly safe and convenient for the traveler.

And it is further ordered that the grading of said road aforesaid which lies within the towns of Granville & Southwick be so worked as not in any place to exceed the angles of ascent or descent from a horizontal line hereafter mentioned. The grade pins are all placed, as follows to wit from Station No 1 to Station No 22, the grade pins stand thirty feet from the southerly or right hand side of the location from Station No 22 to Station No 48, the grade pins stand in the center of



the location. from No 48 to No 141. the grade pins stand forty feet from the southerly, or right hand side. From Station No 141 to Station No 230 the grade pins are in the centre of the location and are all driven down to near the surface of the earth, and the summits or tops of said pins are the points of admeasurement for ascertaining the amount of excavation or embankment. The summits or tops of those pins that are at grade, in connection with the line of inclination, represent the base of the traveled part of the road and the crowning of 12 inches required by this order is in all cases, to be considered as placed on or above the tops or summits of said pins and line. The grade pins that are mentioned in this description as being numbered, have a stake driven by the side of them, bearing the same number. The admeasurement is given in feet and the decimal parts of a foot.

And said grading is as follows, to wit: —

Commencing at Station No 1 at the beginning of the location at grade, from thence to Station No 15. The several stations are at grade, No 16 cut 2.38 ft. No 17 fill 52 ft. No 18 grade. No 19 grade. No 20 cut 3 feet. No 21 cut 3.8 ft. No 22 cut 2.6 feet. No 23 fill 6.71 feet. No 24 grade. No 25 fill 2 feet. No 26 cut 1 foot. No 27 cut 4 feet. — No 28 to 38 inclusive are grade. No 39 fill 3.86 feet. No 40 fill 7.9 feet. No 41 cut 5.3 feet. No 42 cut 2 feet. No 43 grade. No 44 fill 1 foot. No 45 cut 1 foot. No 46 fill 5 foot. Nos 47, 48, & 49 are at grade. No 50 cut .8 foot. No 51 fill 1 foot. No 52 cut 2.5 feet. Nos 53 to 59 inclusive are at grade. No 60 cut 1 foot. Nos 61, 62, & 63 are at grade. No 64 fill 2 feet. No 65 cut 1.5 feet. Nos 66 to 79 inclusive are at grade. No 80 cut .5 foot. Nos 81 to 86 inclusive are at grade. No 87 fill 1 foot. No 88 cut .5 feet. No 89 cut .5 foot. Nos 90 to 91 are at grade. No 92 fill 1 foot. Nos 93 to 98 inclusive are at grade. No 99 fill 1.75 feet. No 100 grade. No 101 fill 1.5 feet. No 102 cut .75 foot. Nos 103, 104 & 105



are at grade. No 106 fill 1 foot. No 107 grade No 108  
cut 1.2 foot. No 109 cut 1.5 feet. No 110 fill 3 feet.  
Nos 111 to 114 inclusive grade No 115 cut .5 foot.  
No 116 to 119 inclusive grade. No 120 cut 1 foot. -  
No 121 fill 1 foot. No 122 grade No 123 fill 1 foot.  
No 124 cut 2 feet. No 125 fill 9 feet. Nos 126, 127  
+ 128 grade. No 129 cut 2 feet. Nos 130 + 131 are  
at grade. No 132 fill 3 feet. No 133 grade. -  
No 134 cut 3 feet. No 135 fill 2.1 feet. No 136,  
137 + 138 are at grade. No 139 cut .75 foot. -  
Nos 140, 141 + 142 are at grade No 143 cut .5 foot.  
No 144 fill .5 foot. No 145 + 146 are grade. No 147  
cut 1.7 feet. No 148 cut 1.5 feet. No 149 fill 2.8  
feet. Nos 150 to 164 inclusive are at grade  
No 165 cut .6 foot. No 166 cut 3 feet. No 167 +  
168 grade. No 169 cut 2.5 feet. No 170 grade.  
No 171 fill 1 foot. No 172 fill 1 foot. No 173 + 174  
grade. No 175 fill 3.7 feet. No 176 cut .4 foot.  
No 177 cut 1.5 foot. No 178 cut .4 foot. No 179  
cut .5 foot. No 180 fill 1 foot. No 181 cut  
1.5 feet. No 182 cut .9 foot. Nos 183 to 186 -  
inclusive are at grade. No 187 fill 1 foot.  
No 188 fill 2 feet. Nos 189, 190. + 191 are at grade  
No 192 cut .5 foot. No 193 grade. No 194 fill .69  
No 195 cut 1 foot. No 196 grade. No 197 fill 1.16 feet.  
No 198 cut .15 foot. No 199 cut .6 foot. Nos 200, 201  
+ 202 grade. No 203 fill 1.4 feet. No 204 cut  
1 foot. Nos 205 to 210 inclusive are at grade.  
No 211 fill 2.1 feet. No 212 cut 1.5 feet. No  
213 grade. No 214 cut 4.25 feet. No 215 cut  
3.55 feet. No 216 fill 1.6 feet. No 217 fill 4 feet  
No 218 fill 4 feet. No 219 fill 4 feet. No 220  
fill 1.95 feet. No 221 cut 3.66 feet. No 222 cut  
4 feet. Nos 223, 224 + 225 grade No 226 fill  
1.9 foot. Nos 227 to 230 inclusive are at  
grade. The inclination of the road bed  
when completed is to be as follows; from  
Station No 1 to Station No 15 the grade is  
not to exceed  $1^{\circ}45'$ . From Station No 15 to  
Station No 18,  $2^{\circ}30'$  descending. From No 18  
to No 19,  $1^{\circ}40'$  ascending. From No 19 to a point



50 feet forward nearly level. From thence to  
 No. 24.  $3^{\circ}$  descending. From No. 24 to No. 26  
 $30'$  descending. From No. 26 to No. 30.  $1^{\circ}30'$  descending.  
 From No. 30 to No. 39 not to exceed  $3^{\circ}30'$ . From  
 No. 39 to No. 42 nearly level. From No. 42 to No.  
 49 not to exceed  $1^{\circ}30'$ . From No. 49 to No. 51.  $2^{\circ}$   
 $45'$  ascending. From No. 51 to No. 52.  $2^{\circ}20'$  ascending.  
 From No. 52 to No. 53.  $2^{\circ}20'$  descending. From No.  
 53 to No. 63 not to exceed  $2^{\circ}45'$ . From No. 63  
 to No. 64.  $1^{\circ}$  descending. From No. 64 to No. 66  
 $30'$  ascending. From No. 66 to No. 89 not to exceed  
 $2^{\circ}31'$ . From No. 89 to No. 107 not to exceed  
 $2^{\circ}45'$ . From No. 107 to No. 110.  $2^{\circ}40'$  descending.  
 From No. 110 to No. 114 not to exceed  $2^{\circ}15'$ .  
 From No. 114 to No. 121 not to exceed  $4^{\circ}30'$ . From  
 No. 121 to No. 123 not to exceed  $3^{\circ}15'$ . From  
 No. 123 to No. 127. not to exceed  $1^{\circ}30'$ . From  
 No. 127 to No. 131. not to exceed  $4^{\circ}30'$ . From No. 131  
 to No. 132.  $1^{\circ}30'$ . From No. 132 to No. 133 nearly  
 level. From No. 133 to No. 136 not to exceed  $4^{\circ}$ .  
 From No. 136 to No. 143 not to exceed  $3^{\circ}15'$ . From  
 No. 143 to No. 145.  $1^{\circ}45'$ . From No. 145 to No. 146.  
 $2^{\circ}40'$  descending. From No. 146 to No. 150.  $3^{\circ}20'$ .  
 From No. 150 to No. 151  $2^{\circ}$ . From 151 to No. 164 not  
 to exceed  $1^{\circ}15'$ . From No. 164 to No. 168.  $2^{\circ}10'$  descending.  
 From No. 168 to No. 170.  $3^{\circ}30'$  descending. From No.  
 170 to No. 171.  $1^{\circ}30'$  descending. From No. 171 to No.  
 172 nearly level. From No. 172 to No. 173.  $1^{\circ}45'$   
 ascending. From No. 173 to No. 174.  $2^{\circ}40'$  ascending.  
 From No. 174 to No. 179.  $3^{\circ}20'$  ascending. From  
 No. 179 to No. 183.  $2^{\circ}45'$  ascending. From 183 to No.  
 184 nearly level. From No. 184 to No. 186.  $1^{\circ}15'$   
 ascending. From No. 186 to No. 189.  $4^{\circ}$  ascending.  
 From No. 189 to No. 193 not to exceed  $4^{\circ}$ . From  
 No. 193 to No. 196.  $4^{\circ}15'$  ascending. From No. 196  
 to No. 199.  $4^{\circ}$  ascending. From No. 199 to No. 200  
 $3^{\circ}20'$  ascending. From No. 200 to No. 202 not  
 to exceed  $3^{\circ}$ . From No. 202. to No. 205.  $3^{\circ}$  ascending.  
 From No. 205 to No. 206 nearly level. From No. 206  
 to No. 207.  $1^{\circ}15'$ . From No. 207 to No. 209.  $3^{\circ}10'$  ascending.  
 From No. 209 to No. 210.  $45'$  ascending. From No. 210



to a point 50 feet forward of N<sup>o</sup> 212. 2°30' ascending. From thence to N<sup>o</sup> 213 nearly level. From N<sup>o</sup> 213 to N<sup>o</sup> 217. 45' descending. From N<sup>o</sup> 217 to N<sup>o</sup> 220 nearly level. From N<sup>o</sup> 220 to N<sup>o</sup> 222. 1°15' ascending. From N<sup>o</sup> 222 to N<sup>o</sup> 223. 45' descending. From N<sup>o</sup> 223 to N<sup>o</sup> 224 1°30' descending. From N<sup>o</sup> 224 to N<sup>o</sup> 225. 1° descending. From N<sup>o</sup> 225 to N<sup>o</sup> 227. 45' descending. From N<sup>o</sup> 227 to N<sup>o</sup> 230 not to <sup>exceed</sup> 45'.

A bridge will be required across Dickersons brook thirty five feet long in the clear between the abutments and eighteen feet wide in the clear between the sides and elevated sufficiently to conform to the grade of the road bed between stations N<sup>o</sup> 40 + N<sup>o</sup> 41. - The abutment walls of said bridge, are to be constructed of stone of suitable size and shape, and to be not less than five feet thick at the bottom, and two and a half feet thick at the top; and to be protected by suitable wing or side walls which with the abutment walls are to be well founded and built in a thorough and skillful manner. Six string pieces will be required. not less than ten by twelve inches square, and thirty eight feet long. The string pieces are to rest upon sills, laid upon the tops of the abutments, and to be not less than ten inches thick, and twelve inches wide and of sufficient length to project beyond the sides of the bridge so as to receive the end of braces for the support of the side railings. The string pieces are to be supported from above by King braces and suspension rods; the King braces are not to be less than seven by eight inches square and to be joined to the string pieces in the usual manner and bolted thereto with bolts one inch in diameter. The suspension rods are to be of round iron not less than one and a half inches in diameter which with all other iron used in said bridge is to be of



the best quality. A beam will be required on the lower ends of the suspension rods, two by twelve inches square and to be of sufficient length to project beyond the sides of the bridge, to support the ends of braces from the top of the suspension rods to the upper surface of said beam. These braces are to be of inch square iron - The sides of the bridge are to be covered with pine so as to protect the same thoroughly from the weather all the timber used in the construction of said bridge is to be of chestnut, and of good quality. A culvert will be required at station No. 218 two feet wide and three feet high in the clear; the foundation walls of which, are to be laid on Hemlock plank four inches thick and ten feet long, and, laid five inches below the surface of the swamp and transversely to the cross section of the road bed. A culvert will be required at station No. 99. Three feet wide in the clear, and as high as may be and not interfere with the grade of the road bed.

The County Commissioners having heard all persons & corporations interested in relation to damages, who expressed a desire to be heard thereon consider & adjudge that the sum of ninety dollars be awarded to Sylvia & Alonzo Weltherbe, the said Sylvia being tenant in dower of one third part of the land through which said Highway passes & the said Alonzo having a residuary interest in said third part of said land, and an unincumbered interest in the other two thirds; See Chap. 45 Sect. 17. G.S. To David H. Rising the sum of Eighty eight dollars; To Abigail Hutchinson the sum of one Hundred dollars. To Thomas Cooley the sum of Three Hundred & Sixty dollars. To Bennett Loomis one hundred & thirty dollars. To Cynthia Holcomb thirty dollars. To Jehan Rising, the sum of one hundred & forty six dollars. To Bevel Dickinson & R. W. Kellogg they award no damages



because the benefit to said Dickinson & Kellogg is equal to the damages severally sustained by them - and also at the time of adjudicating upon the question of common convenience & necessity the said Kellogg and Dickinson each relinquished their claim to damages, though at the time of locating said road, said Dickinson stated to said Commissioners, that if said way was located West instead of East of his house he should claim damages: and that said sums above awarded are in full compensation for all damages sustained by reason of the foregoing location & alteration: and no other persons or corporations appearing to claim damages or to waive damages than those above named & no other person or corporation being entitled to damages in the opinion of the Commissioners none are awarded - Bevil Dickinson, R. W. Kellogg, Thomas Cooley & Bennet Coornis having waived their right as to time to remove their timber fences, trees, crops & buildings, & the like no time is given; other owners of land are allowed till the first day of October next - and it is ordered that the aforesaid Road be worked in a thorough skilful & workmanlike manner & made hard safe & convenient for the travelers to pass over with their teams horses & carriages, and that it be made & completed by the towns of Southwick & Granville on or before the first day of August, A.D., 1862 to the acceptance of the County Commissioners, Henry Charles Esq disagreeing to the adjudication of the Commissioners, as to the common convenience & necessity of the highway prayed for & laid by this report unites with the Board in fixing the definite location & in acting upon other questions incident thereto

Henry Charles	}	County Commissioners
Henry Fuller		
Nelson D. Parks		



all of which by the report of said commissioners filed among the proceedings on the aforesaid petition fully appear, and this petition was continued to this meeting, and now said report being read and considered is accepted, and the road established as + for a public highway. -

Wm a Baldwin + als  
Pet for a highway  
in Granville

4

To the County Commissioners of the County of Hampden  
We the undersigned Inhabitants and legal voters  
of the Town of Granville + Holland in said County  
do respectfully represent that, the Public Good  
require that a road should be laid from the  
House of Wm Wells, in said Granville, running  
Westerly near the Brook to shun a steep hill and  
intersect the main road near the House of  
Eli Knox or such a point as you may think  
best," also to lay a road from the North Lane  
School House to intersect the main road near  
the House of Mr. Dean at Valley Brook so called,  
also view and lay a road from Potash Brook  
so called to intersect the North Lane road or  
continue it westerly to intersect the main road  
near the House of Betsey Willcox or such a point  
as the Honorable board may think best"  
We therefore request your Honorable board  
to view said routes and lay the same, ~~for~~  
make such alterations on the road from said  
Brook to the House of Josiah Atkins by grading  
the same, or by laying a new road, and  
discontinuing the old one as in your opinion  
the Public Good may require. -

August 9<sup>th</sup> 1860

Wm a. Baldwin + others.

The foregoing petition was entered at a meeting  
of the County Commissioners holden at Springfield  
within + for said County on the fourth Tuesday  
of June in the year of our Lord Eighteen -



hundred and sixty, at which meeting. The Commissioners, deeming a view of the premises expedient, appointed Wednesday, the tenth day of October then next - and nine o'clock in the forenoon, at the house of William Wells in Granville as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Granville being the town within which such new road and alterations are prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in Granville said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Republican a newspaper published in said county, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view.

And on the said tenth day of October the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the further consideration thereof was deferred till the next regular meeting of the Commissioners, held at Springfield aforesaid, on the 4<sup>th</sup> Tuesday of December then next at which meeting the parties were heard, and after the hearing, said Commissioners proceed to consider and adjudicate upon the prayer of said petition, and after considering the same, said Commissioners did adjudge that the prayer of the petition should be granted, as by the report of said view



and adjudication on file appears, and said commissioners thereupon appointed Wednesday the first day of May then next, and eight o'clock in the forenoon, at the house of Aaron Nelson in said Granville as the time and place where and where they would meet and proceed to locate said highway alterations and discontinuances and the said commissioners having given notice of the adjudication and the time and place appointed for locating said highway, in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view - (except publishing an abstract of said petition instead of a copy thereof,) on the said first day of May, met and proceeded to locate as follows, - Commencing at a stone Monument standing on the Northerly side of the road leading from East to West, Granville near the dwelling House of Alfred Dean; then running North sixty seven and one sixth degrees East, one hundred and ninety seven feet to a stone; Then North forty three and three quarter degrees East, eighty eight feet to a stone; Then North thirty six and one sixth degrees East, two hundred and ninety seven feet to a stone; Then North twenty two and one sixth degrees East, ninety three feet to a stone; Then North seven degrees East, ninety five feet to a stone; Then North thirteen degrees East, one hundred and ninety eight feet to a stone; Then North one quarter of a degree East, two hundred and two feet to a stone; Then North thirteen and one sixth degrees West, ninety two feet to a stone. Then North ten and a half degrees West, one hundred and twelve feet to a stone; Then North four and a quarter degrees East, one hundred feet to a stone; Then North one third of a degree East, three hundred feet to a stone; Then North two degrees East, two hundred feet to a stone; Then North seventeen degrees East, two hundred and three feet, to stone; Then North nineteen and one



South degrees East, ninety six feet to a stone :-  
Then North thirty one degrees East, one hundred  
and two feet, to a stone :- Then North forty eight  
and a half degrees East, ninety two feet to a stone :-  
Then North forty two and a quarter degrees  
East, ninety two feet to a stone :- Then North  
twenty seven and a half degrees East, one  
hundred and fifteen feet, to a stone :- Then  
North fifty three and three quarter degrees  
East, two hundred and eight feet to a  
stone :- Then North sixty three and three quarter  
degrees East, ninety two feet, to a stone :- Then  
North fifty two degrees East, two hundred and  
thirteen feet, to a stone :- Then North sixty and  
a half degrees East, one hundred and ninety  
nine feet, to a stone :- The foregoing part of  
the highway is laid four rods wide :- Then  
North seventy five degrees East, ninety eight  
feet to a stone :- Then North seventy five and  
a half degrees East, one hundred and eleven  
feet to a stone :- Then South eighty six and  
one sixth degrees East, one hundred feet  
to a stone :- Then South sixty nine and one  
sixth degrees East, one hundred feet, to a  
stone :- Then South sixty five and a quarter  
degrees East, one hundred and eight feet to  
a stone :- Then South fifty three and five  
sixths degrees East, one hundred and five  
feet to a stone :- Then South thirty six and  
five sixths degrees East, one hundred and two  
feet to a stone :- Then South fifty three and  
a half degrees East, one hundred and ninety  
eight feet to a stone :- Then South seventy two  
and three quarter degrees East, three hundred  
and five feet to a stone :- Then South eighty  
and one sixth degrees East, three hundred  
and five feet to a stone :- Then North eighty  
eight and three quarter degrees East, two  
hundred and ninety seven feet to a stone :-  
Then North Eighty seven and one third degrees  
East, two hundred and ninety four feet, to



a Stone ÷ Then South eighty eight, and a quarter degrees East, one hundred and ten feet to a Stone ÷ Then South eighty one and three quarter degrees East, two hundred and two feet to a Stone ÷ Then South eighty six and a quarter degrees East, ninety eight and a half feet to a Stone ÷ Then South eighty eight and five sixths degrees East, ninety eight feet to a Stone ÷ Then North Eighty eight degrees East, one hundred feet to a Stone ÷ Then North eighty two and a half degrees East, five hundred feet to a Stone monument on the Northerly side of the road near the North Lane Schoolhouse ÷ The lines are run and there bounds are set on the Westerly and Northerly or left hand side of the highway; and all that part thereof, the width of which is not before specified, is laid three rods wide. —

And now it is ordered that the said town of Granville cause the road aforesaid which is within the limits of the said town of Granville to be worked, made, and completed in the most faithful and workmanlike manner, and as follows, to wit; The said road must be thoroughly ploughed, where ploughing is practicable, and be thoroughly cleared of stones, stumps and roots, The top soil, where it is unsuitable for making a hard and permanent road, must be removed out of the traveled way, or may be used in embankment, if it be so placed as not to be within twelve inches of the surface of the road when finished. Where the materials within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least 10 inches of good gravel, or some other good material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of 16 feet for the traveled part of the road. Where the subsoil is sand, the said



traveled part of the road, after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick, and afterward with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its centre to the height of 10 inches. And the traveled part thereof must be worked to the width of 16 feet, exclusive of the side slopes and of the ditches; so that carriages and teams may pass with safety and convenience over any and every part of the 16 feet aforesaid. The said traveled part of the road must be worked in the centre of, and parallel to its location, without any regard to the additional widths laid out for materials in constructing the road, except near its angles, which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches, where they are needed, must be constructed entirely without the traveled part of the road of 16 feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty-four degrees, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the centre line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can



permanently stand by the road side. Over  
 swamps or meadow land where the road is  
 made by embankment, and is liable from its  
 weight to settle or sink through the mud, the  
 side ditch will in no instance be allowed. On  
 the side of hills, where the road is made partly  
 by embankment and partly by excavation, the road  
 must be crowned, in manner before mentioned,  
 from the edge of the interior slope of the ditch  
 on the uphill side to the centre, and from  
 thence to the exterior or downhill side must  
 be made nearly or quite level. All sides of  
 excavations or embankments where the materials  
 are of a loamy or adhesive character must be  
 made at an angle not exceeding forty-five  
 degrees; where the materials are loose gravel  
 or sand, the angle must not exceed thirty  
 degree from a horizontal line, or two feet slope  
 to one foot rise. Said road must be firmly  
 and substantially railed, where railing is  
 necessary for the safety and convenience of  
 the traveler; the railing must consist of straight  
 handsome chestnut poles, not less in any part  
 than five inches in diameter, and be securely  
 fastened with iron bolts to stone or chestnut  
 posts two feet high above the face of the road,  
 not less than eight inches in diameter, and  
 embedded in the earth or embankment not  
 less than three feet, and not more than twelve  
 feet distant from each other from centre to  
 centre. Where the sides of embankments are  
 constructed or secured with substantial  
 well-laid stone walls, stones two feet high  
 above the face of the road, and not less than  
 eighteen inches in diameter at their base may  
 be substituted for the stone posts aforesaid.  
 All joinings or splicings of said railing must  
 be made on the summit or top of some one  
 of the stone supports aforesaid, by chamfering  
 the joining ends of each of said poles or joist,  
 at least one foot in length, in such manner



that the chamfered faces will fit and lie close together, with the iron bolt aforesaid passing directly through the center of said joining or splicing. Or a stone wall built in a substantial and workmanlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing - aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment with the interior or inside thereof, not less than 2 feet within the edge of the slope of the embankment, and without, in any manner obstructing or interfering with said 16 feet for the traveled part of the road. Where the sides of embankments are constructed, or secured with substantial, well laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense this kind of structure will be required,) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular; the road need be worked to no greater width than twenty-four feet on the top or face of the embankment, to furnish a firm support to the railing and the twenty feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial, well laid stone abutments, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of 10 inches in addition; except the span of the arch or arches of a bridge, each exceed three feet



in the clear, when it may be covered with good chestnut or white oak, three inch plank. Whenever a bridge is covered with plank the top of the planking must be at grade, and a stick of chestnut timber two inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty-four feet long, measured at right angles with the direction of the road, and be substantially and properly railed to the height of three feet, and to the width of not less than 16 feet between the railing clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner, with good, firm, straight stone sides, or abutments not less than two feet apart, and 18 inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be crowned 10 inches in addition. The owners of land over which said road is located, retain the legal right to construct cattle culverts, or farm bridges across and underneath the road for their accommodation and convenience, provided they do not thereby increase the ascent or descent in the grading of the road, as hereafter described, and construct said culverts or bridges in manner prescribed for the bridge; and the said culverts when placed in must forever after be maintained by such owners, their heirs or assigns, in good repair, and in such condition as to render them safe and convenient for the traveler. In grading the road aforesaid, care must be used in front of any dwelling house or other building where an excavation is required, to leave



the side bank thereof nearest said building, in the best shape for placing in a bank wall if the owner of said building shall so elect, otherwise so to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto; provided, however, when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling-house or other building, it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing, (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be.

Trees that have been planted and reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it.

And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings, intersections or connections therewith, as to render them perfectly safe and convenient for the traveler.

And it is further ordered that the grading of the road aforesaid which lies within the town of Granville be so worked as not in any place to exceed the angles of ascent or descent from a horizontal line hereafter mentioned. The grade pins are all placed in the centre of the location, are all driven



down to near the surface of the earth, and the summits or tops of said pins are the points of admeasurement for ascertaining the amount of excavation or embankment. The summits or tops of those pins that are at grade, in connection with the line of inclination, represent the base of the traveled part of the road and the crowning of 10 inches required by this order is, in all cases, to be considered as placed on or above the tops or summits of said pins and line. The grade pins that are mentioned in this description as being numbered, have a stake driven by the side of them, bearing the same number. Said grade pin and accompanying stake. The admeasurement is given in feet and the decimal parts of a foot. And said grading is as follows, to wit: -

Commencing at grade pin No 1 standing opposite the stone monument at the commencement of the location at grade. No 2 grade No 3 grade. No 4 grade No 5 grade. No 6 grade No 7 grade. No 8 fill 1.00 ft. No 9 fill .5 ft. No 10 cut 1.00 ft. No 11 fill .5 ft. No 12 cut 1.00 ft. No 13 grade. No 14 grade. No 15 cut 1.80 ft. No 16 fill 3.00 ft. No 17 cut 1.00 ft. No 18 grade. No 19 grade. No 20 grade. No 21 grade. No 22 grade. No 23 grade. No 24 grade. No 25 .0.50 ft. No 26 grade. No 27 fill 1.50 ft. No 28 cut 1.28. No 29 grade. No 30 grade. No 31 grade. No 32 grade. No 33 grade. No 34 fill .75 ft. No 35 cut 1.00 ft. No 36 grade. No 37 cut .50 ft. No 38 fill .50 ft. No 39 fill 1.70 ft. No 40 cut 2.00 ft. No 41 cut 1.50 ft. No 42 fill .50 ft. No 43 fill 2.00 ft. No 44 cut 3.08 ft. No 45 grade. No 46 grade. No 47 fill .30 ft. No 48 cut .50 ft. No 49 fill 1.50 ft. No 50 cut .10 ft. No 51 cut 1.50 ft. No 52 grade. No 53 fill 2.53 ft. No 54 cut 2.59 ft. No 55 grade. No 56 cut .50 ft. No 57 fill 1.00 ft. No 58 cut .90 ft. No 59 grade. No 60 fill 1.50 ft. No 61 cut 1.90 ft. No 62 fill 1.60 ft. No 63 grade. No 64 grade. No 65 cut 1.50 ft. No 66 cut .50 ft. No 67 grade.



The inclination of the road bed when completed is to be as follows, to wit. from Station No 1 to Station No 2,  $4^{\circ}15'$ , from No 2 to No 3,  $4^{\circ}5'$ , from No 3 to No 4,  $2^{\circ}45'$ , from No 4 to No 5,  $1^{\circ}30'$ , from No 5 to No 6,  $1^{\circ}20'$ , from No 6 to No 7,  $1^{\circ}15'$  the foregoing grades are ascending, from No 7 to No 8,  $15'$  descending, from No 8 to No 9,  $15'$  descending, from No 9 to No 10,  $1^{\circ}30'$  ascending, from No 10 to No 11 nearly level, from No 11 to No 12,  $20'$  ascending from No 12 to No 13 nearly level, from No 13 to No 16,  $45'$  descending, from No 16 to No 17,  $1^{\circ}20'$  descending, from No 17 to No 18,  $15'$  descending, from No 18 to No 19,  $1^{\circ}00'$ , from No 19 to No 20,  $2^{\circ}15'$ , from No 20 to No 21,  $2^{\circ}30'$ , from No 21 to No 22,  $45'$  from No 22 to No 23,  $4^{\circ}00'$ , from No 23 to No 24,  $5^{\circ}15'$  from No 24 to No 25,  $4^{\circ}15'$ , from No 25 to No 26,  $1^{\circ}00'$  from No 26 to No 27,  $2^{\circ}00'$ , from No 27 to No 29,  $4^{\circ}30'$ , from No 29 to No 30,  $5^{\circ}00'$ , from No 30 to No 31,  $5^{\circ}30'$ , from No 31 to No 33,  $4^{\circ}15'$ , from No 33 to No 35,  $3^{\circ}30'$ , from No 35 to No 36,  $30'$ , from No 36 to No 37,  $2^{\circ}15'$ , from No 37 to No 38,  $15'$ , from No 38 to No 41,  $4^{\circ}15'$  from No 41 to No 42,  $1^{\circ}30'$ , from No 42 to No 43,  $3^{\circ}15'$ , from No 43 to No 45,  $4^{\circ}15'$ , from No 45 to No 48,  $6^{\circ}00'$ , from No 48 to No 49,  $3^{\circ}45'$ , from No 49 to No 51,  $4^{\circ}30'$  from No 51 to No 52,  $2^{\circ}40'$ , from No 52 to No 55,  $3^{\circ}00'$  from No 55 to No 56,  $1^{\circ}45'$ , from No 56 to No 57,  $1^{\circ}15'$ , from No 57 to No 63,  $4^{\circ}15'$ , from No 63 to No 64,  $4^{\circ}00'$ , from No 64 to No 65,  $30'$  the foregoing grades from No 18 to No 65 are all ascending, from No 65 to No 66,  $3^{\circ}00'$  descending from No 66 to No 67,  $4^{\circ}45'$  descending.

The County Commissioners having heard all persons and corporations interested in relation to damages who expressed a desire to be heard thereon consider and adjudge that the sum of one hundred dollars be paid to Alfred Deane, and the



Sum of fifteen dollars be paid to Lester Lyon and the sum of seventy five dollars be paid to Valentine Curtis, all in full compensation for all damages they will sustain in consequence of the aforesaid location of a highway no other person or corporation appeared to claim damages and in the opinion of the Commissioners none are entitled to damage none are awarded, the several owners of land over which said highway is located are allowed until the first day of January, A.D. 1862 to remove there timber, fences trees crops and buildings therefrom, and it is ordered that said road be worked and made safe and convenient for travelers to pass over with their horses and carriages cattle and teams, and that it be made and completed by the town of Granville on or before the first day of July A.D. 1862 to the acceptance of the County Commissioners

Henry Charles } County  
 Henry Fuller } Commissioners  
 Nelson, D. Parks } of Hampden,

all of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears, and this petition was continued from meeting to meeting to this meeting, and now said report being read & considered is accepted & the road established as & for a public highway.

George H. Hamington &als. To the County Commissioners of the County  
 Pet for a new highway of Hampden. Your petitioners Inhabitants of  
 in Granville ~~Belandford & Otis~~ would respectfully  
 5 represent that the public convenience & wants

require that a road & highway should be laid out & constructed, Beginning on and leaving the old County Road about one



half mile South West of North Blandford, near  
the gate of the Sizer pasture so called. now  
owned by Joel Hall, thence westerly & south west  
following the valley in the most feasible route,  
crossing the lands of Joel Hall, Thomas Barker,  
George Harrington & others, passing East of the  
said George Harrington's House & intersecting  
the old County Road leading from North  
Blandford & East Otis near the Captain Hunt  
place so called.

Your petitioners would therefore ask that  
your Honors would view the premises & locate  
& construct said Road & highway, according  
to the laws in such cases made & provided.  
and your petitioners as in Duty Bound  
will ever pray. —

North Blandford, Sept 20, 1860.

Geo. H. Harrington & others

The foregoing petition was entered at a  
meeting of the County Commissioners holden  
at Springfield within & for said County  
on the first Tuesday of October in the year  
of our Lord Eighteen Hundred and sixty,  
at which meeting, The Commissioners,  
deeming a view of the premises expedient,  
appointed Thursday, the twenty second  
day of November then next and Ten  
o'clock in the forenoon, at the house of  
Gilbert Nye in North Blandford as the  
time and place for viewing the premises;  
and caused a copy of said petition to be  
served upon the clerk of the town of  
Blandford, being the town within which  
such New Road prayed for, thirty days  
at least before the time appointed for said  
view; and also caused abstracts of said  
petition, containing the substance thereof,  
to be posted in two public places in said  
town; and also gave notice to all persons  
interested by causing a copy of said petition  
to be published three weeks successively



in the Springfield Republican a newspaper published in said county, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said twenty second day of November the commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the commissioners then determined to hear the parties at the same time of said view; and having heard the parties, said commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said commissioners did then and there adjudge that common convenience and necessity, does not require that the prayer of the petition should be granted, and the same is dismissed without costs

Henry Charles	}	County
Henry Fuller		Commissioners
Nelson D. Parks		

as by the report of said view and adjudication on file appears, and this petition was continued from meeting to meeting to this meeting, and now the aforesaid view report, being read and considered is accepted, and the said petition is dismissed without costs.

Lucius Gibbons & al To the County Commissioners of the County of Hampden  
 Pet for a new highway We the undersigned subscribers, inhabitants  
 & alteration or new location of the town of Granville and vicinity in said  
 of highway in Granville County do most respectfully represent to your  
 honorable body, that the public good, convenience,  
 and necessity require and demand that a



new road be located and laid commencing  
between the houses of David Hosford and Aaron  
Nelson in the East parish of said Granville and  
running North Easterly across Badluck, so called,  
and intersecting or striking the highway  
between the houses of Timothy C. Tillotson and  
William Lake or near Timothy Clark as your  
honorable body may deem best - also to grade  
or repair the first hill West and East of said  
David Hosford, or new locate the said West  
hill, commencing at some convenient point  
West of the top of said last named hill on the  
highway - Therefore we pray your honorable  
body to visit the locality - view the route,  
lay the road, and grade or repair the  
hills as petitioned for - and your petitioners  
as in duty bound will ever pray. -  
Granville Sept 27. 1860.

Lucius Gibbons & others

The foregoing petition was entered at a  
meeting of the County Commissioners holden  
at Springfield within & for said County on  
the fourth Tuesday of December in the year  
of our Lord Eighteen hundred and sixty.  
at which meeting, the Commissioners, -  
deeming a view of the premises expedient,  
appointed Tuesday, the thirtieth day of April  
then next and two o'clock in the afternoon,  
at the Hotel of Aaron Nelson in Granville as  
the time and place for viewing the premises;  
and caused a copy of said petition to be served  
upon the clerk of the town of Granville being  
the town within which such new road  
and repairs are ~~prayed~~ for, thirty days at  
least before the time appointed for said view;  
and also caused abstracts of said petition,  
containing the substance thereof, to be posted  
in two public places in Granville said town;  
and also gave notice to all persons interested  
by causing a copy of said petition to be  
published three weeks successively in the



Springfield Republican a newspaper published in said county, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said thirtieth day of April the commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the commissioners then determined to hear the parties at the same time of said view; and having heard the parties, said commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said commissioners did then and there adjudge that common convenience and necessity, does not require that the prayer of the Petition should be granted, and the same is dismissed without costs.

Henry Charles	}	County.
Henry Fuller		Commissioners
Nelson, D. Parks		

As by the report of said view and adjudication on file appears, and this petition was continued from meeting to meeting to this meeting, and now said view report being read & considered is accepted, and the aforesaid petition is dismissed without costs. -

Charles See & als Pet  
for a new highway  
in Blandford

7

To the County Commissioners of the County of Hampden,  
Your petitioners inhabitants of Blandford and  
Otis would respectfully represent that the  
public convenience and wants require that a  
road and highway should be laid out and  
constructed beginning on and leaving the  
Albany turnpike about one mile West of North



Blandford, near the top of Dug Hill, so called, thence a Southwesterly and South course following in the most feasible route to Charles See's cropping in the lands of Peckham & Norton, Samuel E. Lloyd, and the said Charles See passing between the said See's house and barn, and thence a South West course across the lands of said See and Sucker Haley and intersecting the old County road leading from North Blandford to East Otis about fifty rods North of Sucker Haley's house - your petitioners would therefore ask that your honors would view the premises and locate and construct said road and highway according to the laws in such cases made and provided, and your petitioners as in duty bound will ever pray  
North Blandford, Mass

Dec 4<sup>th</sup> 1860

Charles See & others

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within & for said County on the fourth Tuesday of December in the year of our Lord eighteen hundred and sixty, at which meeting, the Commissioners, deeming a view of the premises expedient, appointed Wednesday, the seventeenth day of April then next and ten o'clock in the forenoon, at Gilbert Nye's Hotel in Blandford as the time and place for viewing, the premises; and caused a copy of said petition to be served upon the clerk of the town of Blandford being the town within which such highway is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Republican a newspaper published in said County, said



posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view.

And on the said seventeenth day of April the commissioners met at the time and place appointed and proceeded to view the premises, and having viewed the same the commissioners then determined to hear the parties at the same time of said view; and having heard the parties, said commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said commissioners did then and there adjudge that common convenience and necessity, do not require the granting of said petition, and they hereby order the same dismissed without costs. —

Henry Charles	} County	
Henry Fuller		} commissioners
Nelson, D. Parks		

As by the report of said view & adjudication on file appears. and this petition was continued from meeting to meeting to this meeting, and now said view report, being read and considered is accepted, and the aforesaid petition is dismissed without costs.

Joel Russell & als Pet  
for discontinuance of  
highway in Holyoke

9

To the County Commissioners of the County of Hampden and Commonwealth of Massachusetts. The subscribers inhabitants and legal tax payers in the Town of Holyoke in said County hereby represent that the public good does not require the building of the road located on the petition of Austin Goodyear and others from the Springfield & Northampton road in said Holyoke near the old Warren Hitchcock House westerly to the "back street" at the junction



of the new road running from Back<sup>st</sup> past  
the dwelling of Julius Wright - said road being  
more particularly described in the location made  
and accepted by said commissioners on the  
fourth Tuesday of December, A.D., 1860.

Wherefore - we petition your Honorable Board  
that the said road as thus located may be  
wholly discontinued & the town relieved  
from the burden of building the same and  
as in duty bound will ever pray

Joel Russell & others

The foregoing petition was entered at a  
meeting of the County Commissioners holden  
at Springfield within & for said County  
on the fourth Tuesday of December in the year  
of our Lord Eighteen hundred and sixty, -

And this petition was continued from meeting  
to meeting to this meeting, and now by  
consent of parties the aforesaid petition is  
dismissed.

Springfield March 25<sup>th</sup> 1861

The Mayor & Aldermen

Agreeable to the annexed order the Mayor & Aldermen of the City of Springfield, request the County Commissioners of the County of Hampden to view the dam & premises of Samuel Harris situated at the corner of Spring & Lyman Street in said Springfield as mentioned in said order, and take such action thereon as the rights of the City and of individuals may in your judgment require.

of Springfield Complaint  
as to the dam of Samuel  
Harris. -

10

S. C. Bemis

Mayor

H. Gray  
C. W. Bond  
H. W. Case  
A. Howard  
Chas Woodman  
Amos Call  
Wm. Smith  
A. J. Plumer

Aldermen



## City of Springfield

In Board of Aldermen March 30<sup>th</sup> 1861  
 Ordered. That whereas, the Bulk head of the  
 Dam across Garden Brook, near the shop or  
 premises of Samuel Harris, in this City, and owned  
 by him is considered unsafe, and has recently;  
 and heretofore, in numerous instances broken away,  
 and at times caused great damage to the property  
 of the City and many of our citizens; by the overflow  
 of water and the washing of sand thereby filling  
 the brook and adjacent lands with sand; and  
 furthermore in consequence of freshets and the  
 want of provision for the passage of the water  
 in any other way, the gates have been opened  
 for the passage of the Extra water, and in  
 consequence has in this way also flooded the lands  
 below and filled the brook, with sand and  
 flowed the streets with Water, to the great damage  
 of the City, and the citizens abutting on the brook,  
 in the vicinity; therefore the Mayor and Aldermen  
 are hereby directed to apply to the Commissioners  
 of the County of Hampden to view the said  
 premises, and take such action as they in  
 their judgment may deem proper and expedient,  
 in order that the rights of the City and individuals,  
 may be protected agreeable to the provisions of laws  
 adopted

H. C. Lee, Clerk,

The foregoing petition was entered at a meeting  
 of the County Commissioners holden at Springfield  
 within and for said County on the second  
 Tuesday of April, in the year of our Lord Eighteen  
 hundred and sixty one, at which meeting—  
 "On the petition aforesaid. It was ordered that  
 notice be given to the said Samuel Harris, that  
 the County Commissioners will meet at the Court  
 House in Springfield in said County on Thursday  
 the twenty fifth day of April next at one o'clock  
 in the afternoon for the purpose of viewing  
 and examining said dam by serving him  
 with an attested copy of said petition, of the order



of the board of Aldermen of the City of Springfield  
to said petition annexed, and of this order of  
the County Commissioners, fourteen days at least  
before the said twenty fifth day of April that he  
may then & there appear & be heard.

By the Commissioners  
Geo. B. Morris, Clerk, —

A true Copy, Attest. Geo. B. Morris, Clerk. —

and on the said twenty fifth day of April  
A.D. 1861, the Commissioners met, and after  
the hearing this petition was continued to this  
meeting, and now alterations are ordered as  
per decree filed, which said decree is in  
the words following = to wit: —

"Upon the foregoing application of the Mayor  
& Aldermen of the City of Springfield, the  
County Commissioners having ordered the  
respondent to be served with a true & attested  
copy of the foregoing petition & the order of the  
Mayor & Aldermen aforesaid — the County Com-  
missioners having ordered the respondent  
to be served with a true & attested copy of  
the foregoing petition & the order of said  
Mayor & Aldermen fourteen days at least  
before the time appointed for said meeting & it  
appearing by the officers return that the  
order aforesaid of said Commissioners had  
been complied with = said Commissioners  
at the time & place appointed in their said  
order met the petitioners by their counsel &  
witnesses — and the respondent by his counsel  
and witnesses & heard both parties fully. — &  
after partially hearing said parties they viewed  
& thoroughly examined said dam — and said  
Commissioners after said hearing & view & fully  
considering the matter do now determine  
& decide that the said dam is not sufficiently  
strong & substantial to resist the action of the  
water under any circumstances, that may  
be reasonably supposed to exist — & said Commis-  
sioners hereby order & direct the said respondents



to enlarge the over fall to said dam, South,  
 so that with the present width the over fall  
 aforesaid shall be twenty feet at least & also  
 to erect a wall of similar material & construction  
 to the present South wall and of the same height  
 and of equal or greater strength at the end  
 of the twenty feet aforesaid & also order & direct  
 that the East Wall of the Race way be so far  
 altered & changed in its direction as to accom-  
 modate the over fall aforesaid as hereby ordered  
 & that the foregoing alterations be made by said  
 respondent on or before the first day of September  
 next & it is further ordered that the expense  
 or cost of said Examination be paid by said  
 respondent

Henry Charles }  
 Henry Fuller } County  
 Nelson, D. Parks } Commissioners

A. K. Abbott & als  
 Pet for a new highway  
 in Chester. —

12

To the County Commissioners of the County of  
 Hampden. We the undersigned citizens of the  
 Town of Chester in said County of Hampden —  
 respectfully pray that your board may layout  
 and establish a road in said Town of Chester  
 as follows, to wit,

Beginning at or near a point on the road leading  
 from Chester Factories to Huntington at the old  
 Wilcox bridge so called and running thence in  
 a northeasterly direction to the Abbott brook  
 so called thence northerly on said Abbott brook  
 to the road leading from Chester Factories to Chester  
 center to a point East of the House of A. K. Abbott.  
 Chester March 27<sup>th</sup> 1861

A. K. Abbott & others.

The foregoing petition was entered at a meeting  
 of the County Commissioners holden at Springfield  
 within & for said County on the second Tuesday



of April in the year of our Lord Eighteen hundred  
and Sixty one, at which meeting, The Commissioners  
deeming a view of the premises expedient, appointed  
Wednesday the twenty ninth day of May then  
next, and nine o'clock in the forenoon, at the  
house of Joseph Sayell in Chester as the time  
and place for viewing the premises; and caused  
a copy of said petition to be served upon the  
clerk of the town of Chester being the town within  
which such new road is prayed for, thirty  
days at least before the time appointed for  
said view; and also caused abstracts of said  
petition, containing the substance thereof, to be  
posted in two public places in Chester said town;  
and also gave notice to all persons interested  
by causing a copy of said petition to be  
published three weeks successively in the Springfield  
Republican, a newspaper published in said  
County, said posting and the last publication  
of said copy having been fourteen days at  
least before the time appointed for said view;  
and before said view was had, said -  
Commissioners gave notice in like manner  
as described in the foregoing notice of the  
petition, to all persons interested, of the time  
and place for commencing said view. —  
And on the said twenty ninth day of May the  
Commissioners met at the time and place  
appointed, and proceeded to view the premises,  
and having viewed the same the Commissioners  
then determined to hear the parties at the same  
time of said view; and having heard the  
parties, said Commissioners then proceeded  
to consider and adjudicate upon the prayer  
of said petition, that inasmuch as the road  
petitioned for if granted is one expensive  
in its construction, & inasmuch as the town  
of Chester has contributed freely as a town  
towards equipping volunteers & supporting  
their families & in other respects contributed  
to the war & that involved the town; the



Commissioners do not feel justified in granting the petition at this time & without passing upon the question of common convenience and necessity, they dismiss this petition & without costs for the reasons above stated." As by the report of said view and adjudication on file appears, and this petition was continued ~~from meeting~~ <sup>to this</sup> meeting, and now said view report being read & considered is accepted, and the aforesaid petition is dismissed without costs,

The Highway laid upon the petition of John Cross &als in Blandford accepted

Commonwealth of Massachusetts,  
Hampden, ss.  
The County Commissioners for the County of Hampden, having viewed and carefully examined throughout, the highway in Blandford in said County, located and ordered upon the petition of John Cross and others, and having found the same well made, constructed and completed, according to the order of the Commissioners thereon, we do hereby accept the same.  
Witness our hands this Second day of July  
A.D. 1861

Henry Charles	}	County Commissioners
Henry Fuller		
Nelson D. Parks		

The following persons are allowed the sums set against their names in full for damages to land taken for highways and the same amounting to nine hundred and fifty five dollars are ordered to be paid from the County Treasury.

On Petition of Edwin Ely & others

William S. Knox	\$ 560.00
Joseph Gibbs	50.00
Samuel A. Bartholomew	100.00



On Petition of Selectmen of West Springfield  
To The Agawam Canal Co  
Total all<sup>d</sup> at June meeting

\$ 245.00  
\$ 955.50

Sundry accounts against the County being now presented for allowance amounting to the sum of four thousand two hundred and thirty nine dollars and fifty four cents are allowed and ordered to be paid from the County Treasury.

Hampden sp. September 24<sup>th</sup> 1861.

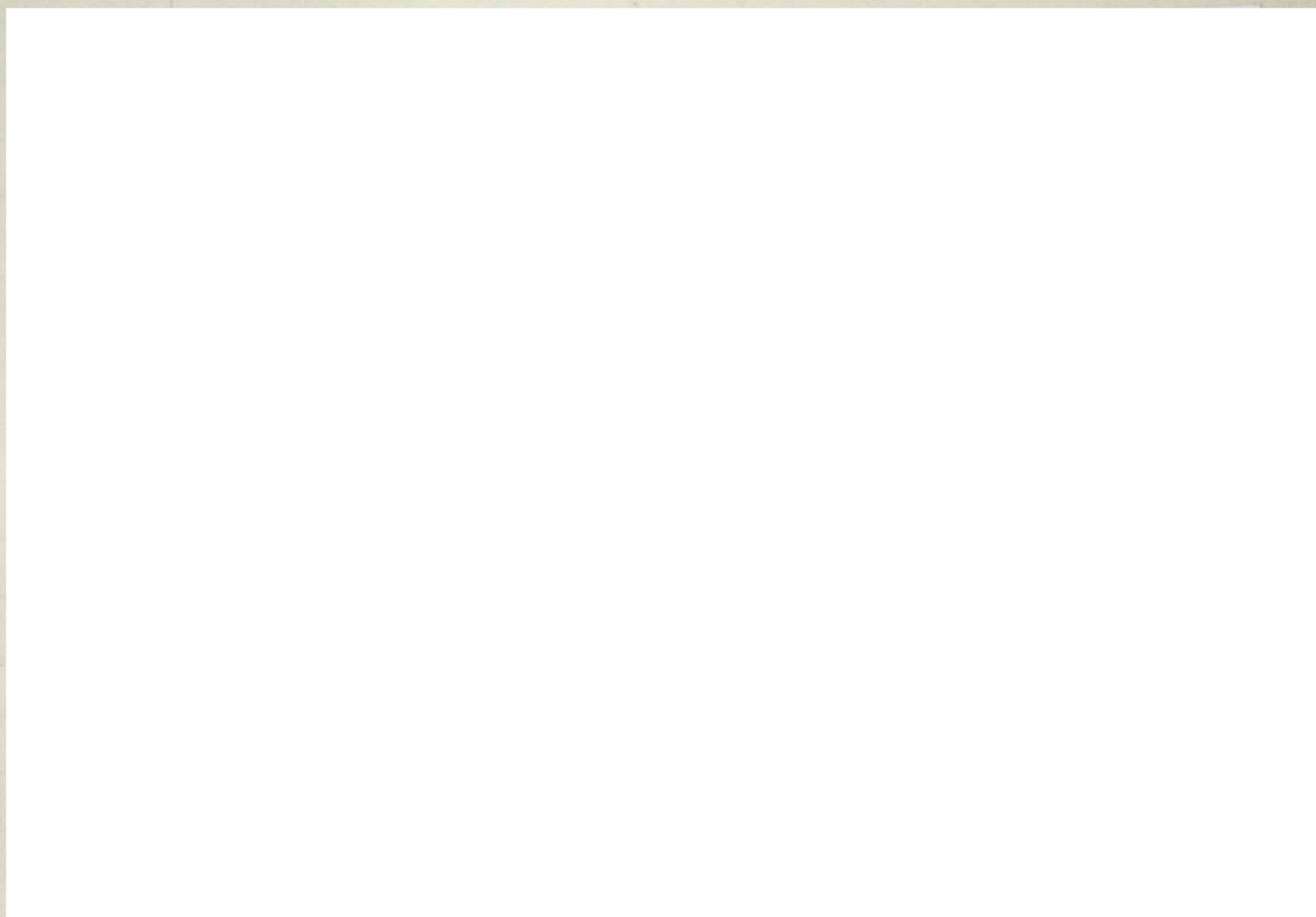
Judgment is entered up according to reports &c and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest

Wm W. W. Clerk



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Commonwealth of Massachusetts  
Hampden. ss

At a meeting of the County Commissioners begun and holden at Springfield within and for the County of Hampden on the second Tuesday of April being the ninth day of the month, and from day to day to the eleventh day of said month - and by adjournment on the twenty fifth day of said month and from day to day to the twenty seventh day of said month, and by adjournment on the fifteenth day of May to the sixteenth day of said month of May, and by adjournment on the fifth day of June to the sixth day of June and by adjournment on the fourteenth day of said month to the fifteenth day of said month of June in the year of our Lord one thousand eight hundred and Sixty one

Present Henry Charles } County  
Henry Fuller } Commissioners  
Nelson, S. Parks }

The following persons are licensed as Inn holders  
Nelson, S. Foster, at the Foster House Westfield,  
East of the Western Rail Road Depot  
Ferdinand Sauer at the Rail Road House  
Westfield. -

Elisha Kinney in his new dwelling house West  
of the meeting house in Holland  
Gilbert Nye at his house in North Blandford.  
Egusur Holser is licensed as a common victualler  
at the dwelling house occupied by him on  
Franklin Street, Westfield.

May 15<sup>th</sup> Horace, H. Parsons is licensed as  
Inn holder at the old tavern stand in West  
Granville.

Silas, C. Herring is licensed as an inn holder at  
the Brimfield Hotel in Brimfield.







present year, and extend the time, so far as they are authorized for completion for one year from the 1<sup>st</sup> day of July next.

Henry Charles } County  
Henry Fuller } Commissioners  
Nelson, D. Parks }

Hampden, Ss. June 15<sup>th</sup> 1861

The County treasurer is authorized to borrow Eight thousand dollars at the Chicopee Bank in anticipation of the collection of the County tax and to give the notes of the County therefor

Henry Charles } County Commissioners  
Nelson, D. Parks } of Hampden

Commonwealth of Massachusetts

Hampden, Ss. June 7<sup>th</sup> 1861

The County Commissioners for the County of Hampden, Warren Frost & others having viewed and carefully examined throughout, is accepted the highway in Longmeadow in said County, located and ordered upon the petition of Warren Frost and others, and having found the same well made, constructed and completed, according to the order of the Commissioners thereon, We do hereby accept the same.

Witness our hands this 14<sup>th</sup> day of June A.D. 1861.

Henry Charles } County  
Henry Fuller } Commissioners.  
Nelson, D. Parks }

The Highway laid  
on the petition of

The following persons are allowed the sums set against their names in full for damages to land taken for highways, and the same amounting to three hundred thirty four dollars are ordered to be paid from the County Treasury

on Petition of Warren Frost & others

Henry Mc Gregory	\$ 80.00
Mary Keeney	76.00
Erinice Lawton	70.00



Luther Markham

\$ 8.00

on Petition of John B. Morris & others  
Heirs of Aaron Warren

\$ 40.00

Marcus Rebe

60.00

Total all April meeting

\$ 334.00

It is ordered that there be allowed and paid to the Heirs of Aaron Warren the sum of fifteen dollars as addition compensation for removing their fence on to the line of the highway located on petition of John B. Morris and others.

Sundry accounts against the County being now presented for allowance amounting to the sum of two thousand seven hundred eighty four dollars and fifteen cents are allowed and ordered to be paid from the County treasury

\$2784.15

Hampden sp. June 15<sup>th</sup> 1861

Judgment is entered up according to reports &c and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

attest

Wm F Morris Clerk







Commonwealth of Massachusetts  
Hampden, ss

At a meeting of the County Commissioners begun and holden at Springfield within and for the County of Hampden on the first Tuesday of October, being the first day of said month, and from day to day to the third day of said month and by adjournment on the fifteenth day of said month and by adjournment on the twenty ninth day of said month, and by adjournment on the thirteenth day of November, and by adjournment on the twenty eighth day of said month of November to the twenty seventh of said month, and by adjournment on the eleventh day of December, and by adjournment on the seventeenth day of December, in the year of Our Lord one thousand eight hundred and Sixty one

Present Henry Charles	}	Chairman
Henry Fuller		County
Nelson, D. Parks		Commissioners

S. S. Fowler tal Pet for  
Alter, new loc & discon of  
highway in Granville -  
Southwick & Agawam

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To the County Commissioners of the County of Hampden.  
We the undersigned citizens of Granville, Southwick  
and Agawam, believing that the road prayed for  
in May last by R. W. Kellogg and others leading  
from near Granville four corners to the house of  
Horace Weatherbee in Southwick, would not  
accommodate the public travel as well as  
the present road from Granville to Southwick  
now does, and believing that the road from  
Granville to Southwick can be very much  
improved by a small outlay of expense, the  
undersigned therefore request that your honorable  
board will order a view as soon as convenient,  
commencing at the corner near Jacob Root, in  
Granville, thence by Dodson mountain and Orrin  
Holcombs through Southwick village to the Springfield



road near the Miles place so called, thence on  
or near said Springfield road to the house of  
Allen Barnes, in the town of Agawam; and we  
request that your board will make such  
alterations by widening, grading, locating a new,  
or such other repairs, as in your judgment the  
public convenience requires, and to discontinue  
such parts of the existing highway as in your  
judgment would be useless -  
Southwick. March 11, 1861.

S. S. Howler & others

The foregoing petition was entered at a meeting  
of the County Commissioners holden at Springfield  
within and for said County, on the fourth Tuesday  
of December, in the year of our Lord eighteen  
hundred and sixty, and by adjournment on  
the fourteenth day of March, in the year of our  
Lord eighteen hundred and sixty one. At which  
meeting, the Commissioners, deeming a view of the  
premises expedient, appointed Wednesday, the  
twenty second day of May then next, and  
nine o'clock in the forenoon, at the house of  
Allen Barnes in Agawam, as the time and place  
for viewing the premises; and caused a copy  
of said petition to be served upon the clerks  
of the towns of Granville, Southwick and Agawam  
being the towns within which such alterations,  
new locations and discontinuances are prayed  
for, thirty days at least before the time appointed  
for said view; and also caused abstracts of  
said petition, containing the substance thereof,  
to be posted in two public places in each of  
said towns; and also gave notice to all persons  
interested by causing a copy of said petition to  
be published three weeks successively in the  
Westfield News Letter a newspaper published  
in said County, said posting and the last  
publication of said copy having been fourteen  
days at least before the time appointed for  
said view; and before said view was had,  
said Commissioners gave notice in like manner



as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view.

And on the said twenty second day of May the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the further consideration thereof was deferred till the next regular meeting of the Commissioners, held at Springfield aforesaid, on the fourth Tuesday of June then next at which meeting the parties were heard, and after the hearing, said Commissioners proceed to consider and adjudicate upon the prayer of said petition, and after considering the same, said Commissioners did adjudge that common convenience and necessity require, that "so much of said petition as relates to alterations and locating anew between the house of Allen Barnes in Agawam and the Wilcox place in Southwick be granted, and the remaining portion of said petition is rejected (as by the report of said view & adjudication on file appears) and said Commissioners thereupon appointed Wednesday the eleventh day of September then next and ten o'clock in the forenoon, at the house of Allen Barnes in said Agawam, as the time and place when and where they would meet and proceed to locate & discontinue, and the said Commissioners having given notice of the adjudication and the time and place appointed for locating said alterations and discontinuances in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof,) on the said eleventh day of September met and proceeded to locate, as follows. — Commencing at a stone monument on the Northerly side of the road from Agawam to Southwick; then running South, sixty two and a quarter degrees West, one hundred and fifty feet to a point



in the center of the location opposite a stone  
on the Westerly side: Then South forty and one  
sixth degrees West, six hundred and ninety  
seven feet: Then South forty five and one  
third degrees West, two hundred and one feet  
: Then South thirty five and a half degrees  
West, two hundred feet: Then South twenty four  
and a quarter degrees West two hundred feet:  
Then South thirty seven and one sixth degrees  
West, two hundred feet: Then South fifty  
seven and a half degrees West, one hundred  
feet: Then South eighty two and a half  
degrees West one hundred feet: Then South  
eighty eight and one sixth degrees West, one  
hundred feet: Then North eighty eight and  
one sixth degrees West, two hundred feet:  
Then North seventy five and one third degrees  
West, fifty feet: Then North forty one and  
a half degrees West, fifty feet: Then North  
thirty two and one sixth degrees West, one  
hundred and fifty feet: Then North thirty  
four degrees West, one hundred feet: Then  
North twenty six degrees West, one hundred  
feet to a point opposite a hole drilled in  
a rock. Then North forty and two thirds  
degrees West, one hundred and fifty feet  
to a point opposite a stone monument on  
the Northerly side of the aforesaid Agawam  
and Southwick road. The lines are run  
in the center of the foregoing highway and  
the bounds are set on the Northerly or right  
hand side at the distance of twenty five  
feet, from the lines as run and at right  
angles with the back sights of the courses;  
and the highway is laid fifty feet wide.  
And now it is ordered that the said towns  
of Agawam & Southwick cause the road  
aforesaid which is within the limits of  
the said towns aforesaid, to be worked,  
made, and completed in the most  
faithful and workmanlike manner, and as



follows, to wit: The said road must be thoroughly  
 ploughed, where ploughing is practicable, and be  
 thoroughly cleared of stones, stumps and roots.  
 The top soil, where it is unsuitable for making  
 a hard and permanent road, must be removed  
 out of the traveled way, or may be used in  
 embankment, if it be so placed as not to be  
 within twelve inches of the surface of the road  
 when finished. Where the materials within the  
 traveled part of the road are unsuitable for  
 making a hard and durable road, and the subsoil  
 under the same is of a loamy or clayey character,  
 a top covering of at least 10 inches of good gravel,  
 or some other good material (the best that can  
 be obtained in the vicinity, whether within or  
 without the location of the road) will be required  
 over the whole width of 18 feet for the traveled  
 part of the road. Where the subsoil is sand,  
 the said traveled part of the road, after being  
 properly graded, must be uniformly covered  
 over its whole width with a coat of loam four  
 inches thick, and afterward with a top covering  
 of eight inches of good gravel, or some other  
 good material, spread evenly over its whole  
 surface. Said road must be judiciously  
 crowned from the exterior of the sides of the  
 traveled part thereof to its centre to the height  
 of 12 inches. And the traveled part thereof  
 must be worked to the width of 18 feet, exclusive  
 of the side slopes and of the ditches; so that  
 carriages and teams may pass with safety  
 and convenience over any and every part  
 of the 18 feet aforesaid. The said traveled  
 part of the road must be worked from  
 No 1 to No 3 the road bed to be moved  
 southerly in a regular curve and connect  
 properly with the old road bed at No 3, from  
 No 3 to No 11. in the present traveled path,  
 from No 11. to No 28 in the centre of the location.  
 From thence with a regular curve to connect  
 with the old road bed at No 30, and parallel



to its location, without any regard to the additional widths laid out for materials in constructing the road, except near its angles, which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned.

The side ditches, where they are needed, must be constructed entirely without the traveled part of the road of 18 feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty-four degrees, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the centre line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side. Over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills, where the road is made partly by embankment and partly by excavation, the road must be crowned, in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the centre, and from thence to the exterior or downhill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty-five degrees; where the



materials are loose gravel or sand. the angle must not exceed thirty degree. from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveller; the railing must consist of straight handsome chestnut poles, not less in any part than five inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from centre to centre. Where the sides of embankments are constructed or secured with substantial well laid stone walls, stones two feet high above the face of the road, and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splicings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles or joist, at least one foot in length, in such manner that the chamfered faces will fit and lie close together, with the iron bolt aforesaid passing directly through the center of said joining or splicing. Or a stone wall built in a substantial and workmanlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment with the interior or inside thereof, not less than 2 feet within the edge of the slope of the embankment, and without, in any manner - obstructing or interfering with said 18 feet



for the travelled part of the road, where the sides of embankments are constructed, or secured with substantial, well laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense this kind of structure will be required,) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular; the road need be worked to no greater width than twenty two feet on the top or face of the embankment, to furnish a firm support to the railing and the eighteen feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial, well laid stone abutments, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of twelve inches in addition; except the span of the arch or arches of a bridge, each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank. Whenever a bridge is covered with plank the top of the planking must be at grade, and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made eighteen feet long, measured at right angles with the direction of the road, and be substantially and properly railed to the height of three feet, and to the width of not less than 18 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner, with good, firm, straight stone sides, or abutments not less than two



feet apart, and twenty inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be crowned 12 inches in addition. The owners of land over which said road is located, retain the legal right to construct cattle culverts, or farm bridges across and underneath the road for their accommodation and convenience, provided they do not thereby increase the ascent or descent in the grading of the road, as hereafter described, and construct said culverts or bridges in manner prescribed for the bridge; and the said culverts when placed in must forever after be maintained by such owners, their heirs or assigns, in good repair, and in such condition as to render them safe and convenient for the traveler. In grading the road aforesaid, care must be used in front of any dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said building, in the best shape for placing in a bank wall if the owner of said building shall so elect, otherwise so to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto; provided, however, when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. — Whenever an embankment is directed in front of a dwelling-house or other building, it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing, (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be. Trees that have been planted and reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament



they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it. And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings intersections or connections therewith, as to render them perfectly safe and convenient for the traveler.

And it is further ordered that the grading of said road aforesaid which lies within the towns aforesaid be so worked as not in any place to exceed the angles of ascent or descent from a horizontal line hereafter mentioned, from Station No 1. to No 11 the grade pins are driven down by the side of the present road, from thence to No 28 the grade pins are in the centre of the location, from No 28 to 30 the grade pins are by the side of the present traveled road and are all driven down to near the surface of the earth, and the summits or tops of said pins are the points of admeasurement for ascertaining the amount of excavation or embankment. The summits or tops of those pins that are at grade, in connection with the line of inclination, represent the base of the traveled part of the road and the crowning of 12 inches required by this order is, in all cases, to be considered as placed on or above the tops or summits of said pins and line. The grade pins that are mentioned in this description as being numbered, have a stake driven by the side of them, bearing the same number. The admeasurement is given in feet and the decimal parts of a foot. And said grading is as follows, to wit:

Commencing at Sta. No 1 at grade from thence to Station 20. The several stations are at grade - at No 21 fill 1 foot, at No 22 grade, at No 23 cut 1.57 feet, at No 24 cut 2.70 feet, at No 25 fill



2.12 feet. At N<sup>o</sup> 26 grade at N<sup>o</sup> 27 cut 3.98 feet. At N<sup>o</sup> 28 fill .82 foot. at N<sup>o</sup> 29 fill 1. foot. at N<sup>o</sup> 30 grade.

And the inclinations of the road bed when completed are to be as follows: viz. From station N<sup>o</sup> 1 to station N<sup>o</sup> 2, 2°. From N<sup>o</sup> 2 to N<sup>o</sup> 3, 5°. From N<sup>o</sup> 3 to N<sup>o</sup> 4, 4°-15'. From N<sup>o</sup> 4 to N<sup>o</sup> 5, 5°. From N<sup>o</sup> 5 to N<sup>o</sup> 6, 4°. From N<sup>o</sup> 6 to N<sup>o</sup> 7, 3°-45'. From N<sup>o</sup> 7 to N<sup>o</sup> 8, 2°-30'. From N<sup>o</sup> 8 to N<sup>o</sup> 9, 2°-45'. From N<sup>o</sup> 9 to N<sup>o</sup> 10, 5°. From N<sup>o</sup> 10 to N<sup>o</sup> 11, 5°-30'. From N<sup>o</sup> 11 to N<sup>o</sup> 12, 4°-30'. From N<sup>o</sup> 12 to N<sup>o</sup> 13, 2°-5'. From N<sup>o</sup> 13 to N<sup>o</sup> 14, 4°. From N<sup>o</sup> 14 to N<sup>o</sup> 15, 1°-45'. From N<sup>o</sup> 15 to N<sup>o</sup> 16, 3°-15'. From N<sup>o</sup> 16 to N<sup>o</sup> 17, 3°-15'. From N<sup>o</sup> 17 to N<sup>o</sup> 18 nearly level. From N<sup>o</sup> 18 to N<sup>o</sup> 20, 3°-15'. From N<sup>o</sup> 20 to a point 75 feet forward 1°-40'. From thence to N<sup>o</sup> 22, 4°. From N<sup>o</sup> 22 to N<sup>o</sup> 23, 2°. From N<sup>o</sup> 23 to N<sup>o</sup> 26, 4°-30'. From N<sup>o</sup> 26 to a point 25 feet forward of N<sup>o</sup> 29, 4°-15'. From thence to N<sup>o</sup> 30 the same as the present grade.

The County Commissioners having heard all persons and corporations interested in relation to damages who expressed a desire to be heard thereon consider and adjudge that the sum of Twenty five dollars be paid to Frederick Johnson, and the sum of <sup>Allen Barnes</sup> thirty five dollars <sup>(be paid to)</sup> be paid to Alexander Smith, and the sum of seven dollars be paid to Milton Cornish, all in full compensation for all damages they will sustain in consequence of the aforesaid alteration of the highway no other person or corporation in the opinion of the Commissioners being entitled to damages, none are awarded. The several owners of land over which said highway is located are allowed until the first day of June A.D. 1862 to remove their timber, trees, fences, crops and buildings. And it is ordered that said road be worked and made hard safe and convenient for travelers, to pass over with their horses and carriages, cattle and teams and that it be made and completed by the towns of Southwick and Agawam on or before the first day of October, A.D. 1862 to the acceptance of the County



Commissioners,

Henry Charles	}	County Commissioners
Henry Fuller		
Nelson D. Parks		

all of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appear, and this petition was continued to this meeting, and now said report being read and considered is accepted and the alterations and locating anew of the road established as and for a public highway.

To the Honorable County Commissioners for the County of Hampden State of Massachusetts. —  
Your petitioners the Selectmen of the town of Chester in said County respectfully represent that a petition has been presented to them dated August 30<sup>th</sup> A.D. 1861, signed by Enos Smith and twenty three others, inhabitants of said Chester praying the Selectmen to lay a road as follows in said town of Chester. — beginning at a point formerly occupied by the old Wilcox bridge, so called, on the highway leading from Chester factories to Huntington, thence across the river and by the house of Anson Griffin and the house of Bartholomew Fitzsimmons to the house of Enos Smith, and to occupy and be within the same boundaries, and to run over the same course, as was occupied by the road formerly existing there and being the same which the said town voted to discontinue at the last November meeting of said town —

Whereas the Selectmen aforesaid upon the petition aforesaid on the fourteenth day of September A.D. 1861 viewed the route for a road petitioned for as aforesaid, and find that it crosses the Western Rail Road track, at a level with said track, near



lands of said Smith and Fitzsimmons, and by examination of the General Statutes of said Commonwealth we find in Chapter 63, Section 59 that said Selectmen have no right to lay out and locate a road upon said petition without the permission of said Commissioners. —

Therefore we pray your honorable board of Commissioners will cause such proceedings to be had in the premises as will authorize said Selectmen to lay out locate and cause to be constructed a road asked for by said petitioners agreeable to the Statutes of said Commonwealth. Dated this twenty third day of September in the year of our Lord one thousand eight hundred and sixty one —

Charles W. Knox } Selectmen  
Joseph C. Kells }  
Ernestus D. Ormsby } Chester,

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the fourth Tuesday of June in the year of our Lord Eighteen hundred and sixty one, at which meeting, upon the foregoing petition it was ordered by the County Commissioners that they would meet for a hearing upon said petition at the Court House in Springfield in said County, on Wednesday the second day of October next, at eleven o'clock A.M., and that the Sheriff of said County of Hampden or his deputy notify the Western Rail Road Corporation of the time and place of said meeting, for said hearing, by serving them with an attested copy of said petition, and this order thereon, that they may then & there be present and show cause why the prayer of said petition should not be granted — and this petition was continued to this meeting, and now the Commissioners make their report in writing as follows — —

" upon the foregoing petition the Commissioners having appointed Wednesday, the second day of October, A.D., 1861, at Eleven o'clock in the



forenoon, at the Court House, for a hearing on said petition & having ordered that a true and attested copy of said petition & of the order of said Commissioners thereon be served on the Western Rail Road Corporation (seven days at least before the said second day of October) and it now appearing by the officers return, that the order of the Commissioners aforesaid, has been complied with - and the said Commissioners having met at the time & place appointed, to hear the parties, James D. Bolt Esq. attorney for the said Western Rail Road Corporation, having waived any hearing on the part of said Corporation, and Cha<sup>s</sup>. W. Knox Esq. Chairman of Selectmen of the town of Chester appearing on the part & in behalf of said petition, and it appearing to said Commissioners after the hearing aforesaid, that the prayer of said petitioners should be granted, and that the town way mentioned in said petition should be laid out and established. - Said Commissioners hereby authorize and direct the Selectmen of said Chester to lay out said Town<sup>way</sup>, and that the same be laid out, so as to cross the said Western Rail Road at grade & on a level with said Rail Road as the public necessity so requires. -

Henry Charles } County  
Henry Fuller } Commissioners  
Nelson, D. Parks }

And now said report being read and considered is accepted and the Town<sup>(aforesaid)</sup> way established as and for a public highway.

Hampden p

County Commissioners Meeting, October 1<sup>st</sup>, 1861. Ordered that E. D. Allen  
Ordered upon the petition of Elijah D. Allen & others Co. Treasury for Expenses  
for a Town Way in Agawam - upon which said Town way in  
petition the County Commissioners located a Agawam  
Town way - and that whereas the Inhabitants

Ordered that E. D. Allen

shd be paid from the

Co Treasury for Expenses

for a Town way in

Agawam

and that whereas the Inhabitants



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of said town did not make & complete the same in the manner prescribed by said Commissioners & to their acceptance, within six months, from the time said way was laid out and approved by said Commissioners, or within the time directed by said Commissioners, and whereas said Commissioners have ordered said way completed & the same being now completed, - & it being now the next meeting after said completion, said Commissioners hereby direct the Expenses & Charges of completing the same, amounting to One Hundred and Eighty eight Dollars and forty four cents, to be paid out by the County Treasury, and that notice be given to the said town of Agawam of the amount of said Charges & Expenses as aforesaid.  
Springfield, Oct 1<sup>st</sup> 1861

Henry Charles } County  
Henry Fuller } Commissioners  
Nelson, D. Parks }

Acceptance of H. Way  
in Palmer on Pet of  
J. B. Merriek & Co

Commonwealth of Massachusetts  
Hampden, ss.

The County Commissioners for the County of Hampden, having viewed and carefully examined throughout, the Highway in Palmer, in said County, located, and ordered upon the petition of J. B. Merriek & Co and having found the same well made, constructed and completed, according to the order of the Commissioners thereon, we do hereby accept the same.

Witness our hands this first day of October  
A.D. 1861.

Henry Charles } County  
Henry Fuller } Commissioners  
Nelson, D. Parks }



Commonwealth of Massachusetts  
Hampden, ss.

Acceptance of Town  
Way in Agawam on  
Pet of E. D. Allen & ab

The County Commissioners for the County of  
Hampden, ss.

The County Commissioners for the County of  
Hampden, having viewed and carefully examined  
throughout, the Town Way in Agawam in said  
County, located and ordered upon the petition  
of Elijah D. Allen, and having found the same  
well made, constructed and completed, according  
to the order of the Commissioners thereon, we  
do hereby accept the same.

Witness our hands this first day of October.  
A.D., 1861

Henry Charles } County  
Henry Fuller } Commissioners  
Nelson, D. Parks }

The following persons are allowed the sums  
set against their names in full for damages  
to land taken for highways, and the same  
amounting to three hundred and ninety five  
dollars are ordered to be paid from the County  
treasury.

On Petition of Edwin Ely & others

To Nelson Gibbs	\$ 20.00
Alanson Knox & Eli. A. Knox }	
A.K. being tenant for life }	375.00
	<hr/>
	\$ 395.00

Sundry accounts against the County being  
now presented for allowance amounting to  
the sum of four thousand eight hundred  
and sixty nine dollars and twenty two cents \$4869.22  
are allowed and ordered to be paid  
from the County Treasury. -



Hampden. ss. December 17. 1861

Judgment is entered up according to reports  
tc, and all matters not acted upon are ordered  
to be continued, and this meeting is adjourned  
without day -

attest. Geo. B. Morris Clerk







Commonwealth of Massachusetts  
Hampden, ss.

At a meeting of the County Commissioners begun and holden at Springfield within and for the County of Hampden on the fourth Tuesday of December being the twenty fourth day of said month and by adjournment on the twenty sixth day of said month to the twenty seventh day of said month and by adjournment on the thirty first day of said month of December in the year of our Lord one thousand eight hundred and sixty one

Present Henry Charles, Chairman,  
Henry Fuller  
Nelson, D. Parks } County Commissioners

and on the first day of January to the second day of said month of January and by adjournment on the fifteenth day of said month and by adjournment on the twenty first day of said month and by adjournment on the fourth day of February, and by adjournment on the eighteenth day of said month of February, and by adjournment on the twelfth day of March, and by adjournment on the twenty fifth day of said month of March in the year of our Lord one thousand eight hundred and sixty two

Present Henry Fuller Esq. Chairman,  
Nelson, D. Parks  
Benning Leavitt } County Commissioners

Benning Leavitt Esquire having been declared by the board of examiners elected County Commissioner for the County of Hampden, and having been duly sworn, appeared on the said first day of January and the board consisting of Henry Fuller, Nelson, D. Parks and Benning Leavitt Esquires, proceed to the choice of Chairman, the whole number of votes cast is three of which Henry Fuller Esquire has two & is chosen Chairman of the board for the year ensuing.



To the County Commissioners of the County of Hampden  
The undersigned citizens of Holyoke and Westfield Pet for a new highway  
would respectfully represent that in their  
opinion the public convenience and necessity  
require that a new road should be  
located and constructed South of School house  
in district No. four, Holyoke commencing on  
land of George Munger, running South Westerly,  
to intersect the County road leading from  
Jones ferry to Westfield near the top of the  
hill, southeasterly of the house of James Oaks  
and also that the road from thence to  
Westfield line may have alterations and  
repairs —

Allen Holcott also  
Pet for a new highway  
alter of Highway in  
Holyoke

11

The undersigned would therefore pray  
that your honorable body would assign a  
time as early as may be, to view said  
route and if in your judgment such  
road and repairs are demanded that  
measures may be taken for their speedy  
construction —

Allen Holcott & others

The foregoing petition was entered at a  
meeting of the County Commissioners holden  
at Springfield within and for said County  
on the second Tuesday of April in the  
year of our Lord eighteen hundred and  
sixty one, at which meeting, — The  
Commissions, deeming a view of the premises  
expedient, appointed Thursday, the twenty  
seventh day of June then next, and nine  
o'clock in the forenoon, at the house of  
Alexander & Simus Day in Holyoke, as the  
time and place for viewing the premises;  
and caused a copy of said petition to be  
served upon the clerk of the town of  
Holyoke, being the town within which  
such Highways & alterations are prayed  
for, thirty days at least before the time  
appointed for said view; and also  
caused abstracts of said petition, containing



the substance thereof, to be posted in two public places in Holyoke, aforesaid; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Republican, a newspaper published in said county, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view,

And on the said twenty seventh day of June the commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the commissioners then determined to hear the parties at the same time of said view; and having heard the parties, said commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said commissioners did then and there adjudge that common convenience and necessity - do not require that the prayer of the petition be granted & the petition is dismissed without costs. -

Henry Charles	}	County
Henry Fuller		} Commissioners
Nelson D. Park		

As by the report of said view & adjudication on file appears, and this petition was continued from meeting to meeting to this meeting, and now the aforesaid View Report, being read and considered is accepted and the said petition is dismissed without cost,



To the Hon. the County Commissioners of the County of Hampden at a meeting held by a town way in adjournment on the Thirtieth day of November, A.D. 1861 - Enos Smith of Chester. - 17  
in said County, respectfully represents that on or about the tenth day of September now last past the Selectmen of said town of Chester laid out a town way in said Chester beginning at the old turnpike road on the Westerly side of West River & extending across said river to the house of your petitioner and that said town have unreasonably delayed & refused to approve & allow said town way as laid by their Selectmen. <sup>It to cause the same to be recorded.</sup> That your petitioner is thereby aggrieved & therefore prays that after due proceedings had, the Commissioners aforesaid would approve & allow the said way as laid out by the said Selectmen & direct the laying out & acceptance thereof to be recorded by the Clerk of said Town - as will ever pray. -

Enos Smith,

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within & for said County on the first Tuesday of October and by adjournment on the Thirtieth day of November, in the year of our Lord Eighteen hundred and sixty one, at which meeting, the Commissioners deeming a hearing of the parties expedient, appointed Tuesday the seventeenth day of December then next and one of the clock in the afternoon at the Court House in Springfield, as the time and place for hearing the parties and caused a copy of said petition to be served upon the Clerk of the town of Chester being the town within which such new way is prayed for thirty days before the time appointed for said hearing, and also caused



abstracts of said petition containing the substance thereof to be posted in two public places in Chester, and also gave notice to all persons by causing a copy of said petition to be published three weeks successively in the Springfield Republican, a newspaper - published in said County, said posting and the last publication of said copy having been at least fourteen days before the time appointed for said hearing, and before said hearing was had said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested, that the Commissioners would at the same time and place hear all persons and corporations who might express a desire to be heard therein, and if they should judge that the prayer of the petition ought to be granted, approve and allow of the way as laid out by the said Selectmen and direct the said laying out to be recorded by the clerk of said town of Chester, and on the said thirteenth day of December the Commissioners met at the time and place appointed and for the purposes <sup>before</sup> mentioned and having heard the parties said Commissioners proceeded to consider and adjudicate upon the prayer of said petition, and after considering the same said Commissioners did then and there adjudge, that the common convenience and necessity of the inhabitants of the said town of Chester, require that the prayer of the petition should be granted. That the inhabitants of the town of Chester did unreasonably refuse and neglect to approve and allow the laying out of the town way by the Selectmen as described in the petition of Enos Smith. -

The location of the town Road made by the Selectmen of Chester, which the said County Commissioners approve and allow is described



in their report as follows, to wit, -

The Selectmen on the twenty first day of October A.D., 1861, after a hearing of all persons interested in the prayer of said petition of Enos Smith and others proceeded to lay out locate and establish said town way, as follows, to wit, Beginning at a stone monument on the easterly side of the road leading from Chester factories to Huntington, at the South end of the abutment of the Wilcox Bridge so called, thence North  $39^{\circ}$  East twelve rods to a stone monument, then North  $50^{\circ}$  West thirty three rods sixteen links to a stone monument, thence North  $41^{\circ}$  West six rods and seventeen links to a stone monument, thence North  $26^{\circ}$  West nine rods to stone monument, thence North  $5^{\circ}$  West three rods and eighteen links to a stone monument, thence North  $10\frac{1}{4}^{\circ}$  East four rods and six links to a stone monument, thence North  $60\frac{1}{4}^{\circ}$  twelve rods and six links to a stone monument, thence North  $72\frac{1}{2}^{\circ}$  East, twenty three rods to a stone monument, thence North  $52^{\circ}$  East thirty three rods to a stone monument, opposite the house of Enos Smith, said Selectmen have laid located and established said town way or road to be two rods wide the monuments above named are located and form the southerly and Easterly line of said town way or road Dated this twenty first day of October, in the year of our Lord one thousand eight hundred and sixty one,

Charles W. Knox	}	Selectmen of Chester
Joseph C. Kelso		
Erastus Ormsby		

and now it is ordered that the said town of Chester cause the road aforesaid which is within the limits of the said town of Chester to be worked, made, and completed in the most faithful and workmanlike.



manner, and as follows, to wit: The said road must be thoroughly ploughed, where ploughing is practicable, and be thoroughly cleared of stones, stumps and roots. The top soil, where it is unsuitable for making a hard and permanent road, must be removed out of the traveled way, or may be used in embankment, if it be so placed as not to be within twelve inches of the surface of the road when finished. Where the materials within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least 10 inches of good gravel, or some other good material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of 16 feet for the traveled part of the road. Where the subsoil is sand, the said traveled part of the road, after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick, and afterward with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface, said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its centre to the height of 10 inches. And the traveled part thereof must be worked to the width of 16 feet, exclusive of the side slopes and of the ditches; so that carriages and teams may pass with safety and convenience over any and every part of the 16 feet aforesaid. The said traveled part of the road must be worked in the centre of, and parallel to its location, without any regard to the additional widths laid out for materials in constructing the road, except, near its angles, which must be judiciously rounded, so as to render its



turnings as gradual and easy as practicable. The side ditches, where they are needed, must be constructed entirely without the traveled part of the road of 16 feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty-four degrees, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the centre line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side. Over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed, on the side of hills, where the road is made partly by embankment and partly by excavation, the road must be crowned, in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the centre, and from thence to the exterior or down-hill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty-five degrees; where the materials are loose gravel or sand, the angle must not exceed thirty degrees from a horizontal line, or two feet slope to one foot rise, said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveller; the railing must consist of straight hand-some chestnut poles, not less in any part than five inches-



in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from centre to centre. Where the sides of embankments are constructed or secured with substantial well-laid stone walls, stones two feet high above the face of the road, and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splicings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles or joist, at least one foot in length, in such manner that the chamfered faces will fit and lie close together, with the iron bolt aforesaid passing directly through the center of said joining or splicing. Or a stone wall built in a substantial and workmanlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment with the interior or inside thereof, not less than 2 feet within the edge of the slope of the embankment, and without, in any manner obstructing or interfering with said 16 feet for the traveled part of the road. Where the sides of embankments are constructed or secured with substantial, well-laid stone walls instead of the earth slopes before mentioned / and where the materials can be obtained at a reasonable expense



this kind of structure will be required,) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular; the road need be worked to no greater width than twenty feet on the top or face of the embankment, to furnish a firm support to the railing and the 16 feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial, well laid stone abutments, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of 10 inches in addition; except the span of the arch or arches of a bridge, each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank. Whenever a bridge is covered with plank the top of the planking must be at grade, and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made 18 feet long, measured at right angles with the direction of the road, and be substantially and properly railed to the height of three feet, and to the width of not less than 16 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner, with good, firm, straight stone sides, or abutments not less than two feet apart, and 20 inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material,



and the road over said sluiceways must be crowned 10 inches in addition. The owners of land over which said road is located, retain the legal right to construct cattle culverts, or farm bridges across and underneath the road for their accommodation and convenience, provided they do not thereby increase the ascent or descent in the grading of the road, as hereafter described, and construct said culverts or bridges in manner prescribed for the bridge; and the said culverts when placed in must forever after be maintained by such owners, their heirs or assigns, in good repair, and in such condition as to render them safe and convenient for the traveler. In grading the road aforesaid, care must be used in front of any dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said building, in the best shape for placing in a bank wall if the owner of said building shall so elect, otherwise so to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto; provided, however, when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling-house or other building, it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing, (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be.

Trees that have been planted or reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured, unless



the construction and safety of the road absolutely require it. And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings, intersections or connections therewith, as to render them perfectly safe and convenient for the traveler.

And it is further ordered that the term of sixty days be allowed the several owners of land over which said road is located to remove their wood timber trees & crops thereon standing or lying, and it is further ordered that said road be worked, and made hard safe and convenient for travelers to pass over, with their teams cattle, horses and carriages, and that it be made and completed by the town of Chester, before the first day July A.D. 1862. to the acceptance of the County Commissioners.

And it is further ordered that a copy of this adjudication be transmitted to the town clerk of the town of Chester there by him to be recorded in said town Book of Records that said road may forever be known as a town road

Henry Charles	}	County Commissioners
Henry Fuller		
Nelson, D. Parks		

all of which by the report of said Commissioners filed among the proceedings on the aforesaid petition, fully appears, and this petition was continued to this meeting. and now the aforesaid Report of view and location being read and considered is accepted and the road established as and for a Town Road.—



Selectmen of Westfield  
Pet for alter of highway  
in Westfield

18

To the Hon. the County Commissioners of the County  
of Hampden. —

The undersigned respectfully represent that  
the highway in Westfield in said County  
of Hampden called the "Old Pochassie Road"  
leading from the House of Franklin Bush to  
the House of Joseph Coburn has been washed  
& torn away in many parts thereof by the  
recent freshet & that public convenience and  
necessity require that alterations be made in  
said highway, or that one or more new  
roads be located connecting the same  
with the new road from the House of  
Jared Brass to the house of said Coburn & that  
so much of said highway as may be dispensed  
with be discontinued. They therefore pray that  
after due proceedings had, such alterations may  
be made in said highway, or such location  
of one or more new roads & such discontin-  
uance of parts of the existing highway be  
established & ordered, as to the Commissioners  
may seem fit & proper — as will ever pray —  
Nov. 11<sup>th</sup> 1861

Leroy B. Gillett } Selectmen of  
Seth Bush } Westfield

The foregoing petition was entered at a meeting  
of the County Commissioners, holden at Springfield  
within & for said County on the first Tuesday  
of October, in the year of our Lord A.D. 1861 —  
and by adjournment on the thirteenth day of November  
A.D. 1861, at which meeting, the Commissioners,  
deeming a view of the premises expedient, —  
appointed Wednesday, the eighteenth day of  
December then next and one o'clock in the  
afternoon, at Foster's Hotel in Westfield, as the  
time and place for viewing the premises; and  
caused a copy of said petition to be served  
upon the clerk of the Town of Westfield, being  
the Town within which said Highway, alterations  
& discontinuances are prayed for, thirty days at  
least before the time appointed for said view;



and also caused abstracts of said petition, - containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Westfield News Letter a newspaper published in said county, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view.

And on the said eighteenth day of December the commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the further consideration thereof was deferred till the next regular meeting of the commissioners, held at Springfield aforesaid, on the fourth Tuesday of December then next, at which meeting, said commissioners proceed to consider and adjudicate upon the prayer of said petition, and after considering the same, said commissioners did adjudge that - The Petition of the Selectmen of Westfield above written be rejected, Except so much as relates to an alteration between the southerly line of the Western Rail Road - corporation land and the westerly line of the land of Dennis Flavey, no person or corporation at the time of said view appearing to oppose the alteration before mentioned and the county commissioners adjudging the same to be of common convenience and necessity proceeded to locate the same as follows to wit, - Commencing at a stone monument on the North Easterly side of the Pochassie road; and on the southerly side of the Western Rail Road land; then running South forty nine & one twelfth degrees East, two hundred and



Seventy feet to a stone: Then South forty eight and a half degrees East, eight hundred and four feet to a stone, at a point sixteen feet from the South westerly corner of Henry Brass Dwelling House, in range of the Westerly side: Then South forty six and five tenths degrees East, three hundred and fifty seven feet to a marked Black Cherry tree on the line, and corner, of land of Dennis Halvey and Henry Brass: The lines are run and the bounds are set on the Northerly side of the highway, and the same is located fifty feet wide and is over land of Henry Brass. The County Commissioners having heard all persons and corporations, interested in relation to damages who expressed a desire to be heard thereon consider and adjudge, that the sum of one hundred and forty dollars be paid to Henry Brass in full compensation & by agreement between said Commissioners and said Brass for all damages he may sustain in consequence of the aforesaid alteration, no other person appearing to claim damage, and no other person in the opinion of the Commissioners being entitled to damages none are awarded.

The said Henry Brass the owner of the land over which said alteration is located is allowed thirty days to remove fences trees timber and wood thereon standing. -

And it is ordered that the aforesaid road be worked in a thorough skillful and workmanlike manner, and made hard safe and convenient for travelers to pass over with their teams, horses carriages that it be completed by the town of Rutfield before the first day of June, A.D. 1862 to the acceptance of the County Commissioners.

Henry Fuller, Esq. one of the County Commissioners being disqualified by reason of residence, Cyrus Frank Esq. one of the Special Commissioners was notified and acted in his stead.



Henry Charles } County  
Nelson D. Parks } Commissioners

Cyrus Frink } Special Commissioner

all of which by the report of said Commissioners  
filed among the proceedings on the aforesaid  
petition, fully appears, and this petition was  
continued to this meeting, and now said  
Report of view and location being read and  
considered is accepted, and the aforesaid  
alteration of road, established as and for  
a public highway. —

To the County Commissioners for the County of Hampden, —

David W. Barnes  
Pet for a Jury

20

The Petition of David W. Barnes of Springfield  
in said County, respectfully sheweth, — That  
lately, to wit, on the nineteenth day of November,  
A.D. 1860. The mayor and Aldermen & Common  
Council of the City of Springfield in said  
County, being the city council of said City,  
newly laid and Established Chestnut Street  
in said City, being a highway, from State  
Street, in said City to the Elm tree standing  
in the South line of the Emery farm; that  
by such new laying and establishing of said  
Chestnut Street, said Street was materially  
altered; that at the time of said new  
laying & Establishing of said Street, your  
petitioner, and Seth H. Barnes then of  
Boston in our County of Suffolk, were and  
for a long time before had been the owners,  
in equal shares in common of a tract of land  
in said Springfield, bounded westerly by  
Main Street, Northerly on Bridge Street,  
Easterly on Chestnut Street aforesaid, and  
Southerly in part on land of Justin Willard,  
& partly on land occupied by Levi P. Rowland  
& others, — that said Seth H. Barnes has deceased  
since said laying out of said Street by said



city Council: that your petitioner is owner of one undivided half of said tract of land, and the other undivided half thereof is owned by the heirs, being two children, (whose names your petitioner is not able now to state) of the said Seth. H. Barnes deceased - that said Chestnut street crosses and passes, over the land of your petitioner, and said heirs of said Seth H. Barnes, for the distance of three hundred and eleven feet more or less, & to depth of six feet more or less, when said street did not cross nor pass over said land before said new laying & establishing by said city Council - and said city Council adjudged that your petitioner & said Seth. H. Barnes had sustained no damage, by reason of said new laying & establishing of said street. - whereas in truth and in fact, your petitioner says that he & said Seth. H. did sustain damages by reason of said new laying and establishing of said Chestnut street, and that your petitioner is aggrieved by said adjudication of said city Council. -

Wherefore he prays that he may have a jury to determine the matter of his complaint. - And your petitioner further represents that there is now pending in the Supreme Judicial Court, a Petition in behalf of your petitioner & said Seth. H. Barnes, for a writ of certiorari to annul the proceedings of said City Council in newly laying and establishing, said Chestnut street as aforesaid, and your petitioner in making this petition does not intend to waive - said petition to said Court, nor to acknowledge nor admit the sufficiency of the proceedings of said city Council: but makes this petition now lest he should be debarred the right to make it, if he delayed beyond the nineteenth day of November current. -

David. H. Barnes,

by his atty. C. Wells & Soule

The foregoing petition was entered at a meeting



of the County Commissioners. holden at Springfield within & for said County on the first Tuesday of October, in the year of Lord Eighteen hundred and sixty one, and by adjournment on the thirteenth day of November. A.D. 1861, at which meeting. It was ordered, That the petitioner notify the heirs of the said Seth. H. Barnes to appear at the next meeting of said Commissioners, to be holden at Springfield aforesaid, on the fourth Tuesday of December next, by serving them, with an attested copy of said petition and this order, fourteen days, at least, before the said, fourth Tuesday of December, that they may then and there become parties to the proceedings under the said petition, and it was further ordered that the petitioner cause notice to be given to the said mayor and aldermen and Common Council of said City of Springfield of the pendency of said petition by serving them with an attested copy of said petition and of this order thereon thirty days at least before the said fourth Tuesday of December, that they may then and there appear and show cause why the prayer of said petition should not be granted. -

And now at this meeting, the aforesaid petition is at the request of said petitioners, dismissed.

Charles R. Gadd Esquire, County Treasurer - presented his account, which was examined and allowed by the County Commissioners.

The votes for Register of Deeds for the County of Hampden, being examined and counted on the first Wednesday of January A.D. 1862, it appears that James C. Russell, has four thousand, two hundred and eighty one votes which was the whole number of votes cast



for that office. James E. Russell is therefore declared to be elected. The said James E. Russell appeared & was sworn before - Henry Fuller, Esquire, Chairman of the County Commissioners on the same day & gave bond for the faithful performance of the duties of his office. - The votes for County Treasurer being also examined and counted, it appears that Charles R. Ladd has four thousand one hundred and fourteen, Charles R. Ladd, has one hundred and eight, William Rice has one, & George K. Jacobs has one, Charles R. Ladd, having received the highest number of votes is declared to be elected. - The said Charles R. Ladd on the same day appeared & was sworn before Henry Fuller Esquire, & gave bond for the faithful discharge of the duties of his office.

Ambrose N. Merrick, William B. Miller of Springfield and Henry J. Churchill of Chicopee are appointed overseers of the House of Correction for the year ensuing.

Ordered that the clerk of the courts send for the additional volumes of the U.S. Court Reports; the New York State Reports; Maine Reports, N. Hampshire Reports, Connecticut Reports & Rhode Island Reports, as they may from time to time be hereafter published, (also Massachusetts Reports & U.S. Digest) and place the same in the County Law Library, that the sets on hand may be kept complete -

	{ Henry Fuller }	County
Springfield Dec 28 <sup>th</sup> 1861.	{ Nelson D. Park }	Commissioners

Ordered, that the sum of twenty five dollars be paid to the Rev. William Rice as Chaplain to the Supreme & Superior Court, for the year commencing March 11<sup>th</sup> 1862 -



Estimated Expenses of the County of Hampden  
for the year 1862 - for which a Tax will be  
required.

1. For Jurors at the Several Courts	\$4,600.-
2. Services of Venues	200.-
3. County & Special Commissioners	1600.-
4. Land Damages	4000.-
5. Sheriff Jurors	100.-
6. Publication of Commissioners Notices	100.-
7. Survey of Highway	200.-
8. Construction of Roads & Monuments	100.-
Expenditures at Jail & H. of Correction	
9. Provisions	4000.-
10. Clothing	700.-
11. Fuel & Lights	800.-
12. Bed & Bedding	400.-
13. Salaries	3000.-
14. Repairs	300.-
15. Instruction	300.-
16. Furniture	200.-
17. Discharged Prisoners	30.-
Expenditures at Court House	600.-
18. Messenger	600.-
19. Clerk of Courts	300.-
20. Record Books, Stationery & Library	700.-
21. Repairs	400.-
22. Fuel & Lights	200.-
23. Salaries of Sheriff & Treasurer	1600.-
24. Examiners of accounts	27.-
25. Legal Expenses	100.-
26. Inquests	300.-
27. Costs in Criminal Cases	1400.-
28. Indexes	300.-
29. To part pay for addition to Jail & H. of Correction in process of Construction	2072.-
	\$41,229.00

The County is indebted for current Expenses for  
which orders are drawn on the -

Treasurer, unpaid \$1633.00

Criminal Bills last December

Term Oct 1861

6000.00  
\$7633.00



Taxes due the County for 1861. \$9,389.  
 The Tax asked for & necessary to raise after  
 deducting the indebtedness of the County.  
 \$7,633. is from the resources \$18,862. is

Thirty Thousand Dollars \$30,000. is  
 Henry Fuller } County  
 Nelson, D. Parks } Commissioners  
 Benning Sewall }

Sundry accounts against the County being now  
 presented for allowance amounting to the sum  
 of four thousand thirty four dollars and fifty  
 cents, are allowed and ordered to be paid  
 from the County treasury

Hampden, sp. March 25<sup>th</sup> 1862

Judgment is entered up according to reports  
 to and all matters not acted upon are ordered  
 to be continued and this meeting is adjourned  
 without day

Attest

George B Morris Clerk







Commonwealth of Massachusetts  
Hampden S.S.

At a meeting of the County Commissioners begun and holden at Springfield within and for the County of Hampden on the second Tuesday of April being the eighth day of said month to the ninth day of said month and by adjournment on the sixteenth day of said month to the seventeenth day of said month and by adjournment on the twenty second day of said month to the twenty third day of said month and by adjournment on the seventh day of May and by adjournment on the twenty seventh day of said month of May and by adjournment on the twelfth day of June in the year of our Lord one thousand eight hundred and sixty two.

Present Henry Fuller Esq Chairman }  
" Nelson D Parks " } County  
" Benning Leavitt " } Commissioners

Selectmen of Westfield To the Honorable, the Commissioners within and for  
Pet for leave to locate the County of Hampden

town way across Hampshire and Hampden R Road in Westfield  
10. Respectfully represent the undersigned Selectmen of the town of Westfield in said County that the Hampshire and Hampden Rail Road corporations have heretofore laid out and constructed a Rail Road through said town, and that G. B. Bancroft and others of said Westfield have petitioned in writing said Selectmen to lay out a Town way, and construct the same in said Westfield commencing on Elm Street in said town between the house of said Bancroft and the Universalist chapel - thence running easterly by said Universalist chapel across said Hampshire and Hampden Rail Road to Mechanic Street in said town at a point opposite or nearly opposite the entrance to the old Burying ground, representing in said petition that the public convenience and necessity require that some town way should be thus located and constructed. And whereas upon due examination by said Selectmen, of the way as prayed for by said petitioners, G. B. Bancroft and others, it appears to said Selectmen and they are of the opinion that the public convenience and necessity do require that said way should be laid out and constructed as prayed for by said Bancroft and others.



and whereas upon a view of said premises as well as by the petition of said Bancroft and others it appears that the location and construction of said way as prayed for would cross said Hampshire and Hampden Rail Road your petitioners therefore pray that you would order a view of the premises if deemed expedient and pray that you will give said Selectmen permission to lay out said way across said Rail Road and after due proceedings had thereon you will authorize said Selectmen so to lay out said town way and that the same may be laid out and constructed in accordance with the provisions of law in such cases and as in duty bound will ever pray

Le. C. Gillett } Selectmen  
Reuben Lewis }  
Wm<sup>m</sup> Proin } of  
Westfield

The foregoing petition was entered at this meeting and the Commissioners having appointed Thursday the twelfth day of June A.D. 1862 at ten O'clock A.M. at the Court House in Springfield for a hearing on said petition and having ordered that a true and attested copy of said petition and of the order of said Commissioners thereon be served on the Hampshire and Hampden Rail Road Corporation fourteen days at least before the said twelfth day of June. And it now appearing by the officer's return that the order of the Commissioners aforesaid has been complied with - And the said Commissioners having met at the time and place appointed to hear the parties and having heard the said parties, it appears to the Commissioners that the prayer of the petition should be granted And that the town way mentioned in said petition should be laid out and established as a town way And said Commissioners hereby authorize and direct the Selectmen of the town of Westfield to lay out said town way And that the same be laid out so as to cross the said Hampshire and Hampden Rail Road at grade and on a level with said Rail Road as the public necessity so requires

Charles N. Yeamans Superintendent of said Rail Road and Wm<sup>m</sup> Proin one of the selectmen of the town of Westfield being present and waiving any objection to and giving their consent to the acting of Henry Fuller one of the







May 7- Nelson S. Foster is licensed as an inn holder  
at the Foster House Westfield South of the Store of  
Samuel B. Blood

May 27- Gilbert Nye is licensed as an innholder at  
his hotel in the village of North Blandford

The sum of one hundred and forty dollars is allowed  
to Henry Brass for damage to land taken for a highway \$ 140.00  
and the same is ordered to be paid from the County Treasury

Sundry accounts against the County being now presented  
for allowance amounting to the sum of four thousand  
three hundred and nineteen dollars and eleven cents are 4319.11  
allowed and ordered to be paid from the County Treasury.

Hampden H. June 12. 1862

Judgment is entered up according to reports  
be and all matters not acted upon are ordered to be continued  
and this meeting is adjourned without day

Wm. P. Morris Clerk



## Commonwealth of Massachusetts

Hampden Co.

At a meeting of the County Commissioners begun and holden at Springfield within and for the County of Hampden on the fourth Tuesday of June being the twenty fourth day of said month and by adjournment on the first day of July to the second day of said month and by adjournment on the ninth day of said month of July and by adjournment on the twenty second day of said month of July and by adjournment on the fifth day of August and by adjournment on the twenty sixth day of said month and by adjournment on the ninth day of September and from day to day to the eleventh day of said month and by adjournment on the sixteenth day of said month and by adjournment on the twenty third day of said month in the year of our Lord one thousand eight hundred and sixty two

Present Henry Fuller Esquire

Nelson D. Parks ..

Benning Leavitt ..

Chaplain at Jail

The Rev Thomas Jordan is appointed Chaplain of the jail and house of Correction for the year ensuing the first day of July and his salary is established at the rate of three hundred dollars a year payable quarterly at the termination of each quarter.

County Seal

Ordered that a seal be established for the County of Hampden agreeably to the 157 Chapter of the Acts of 1862 and that the same be lettered or followed (viz) Hampden County Mass. Commissioners Court.

Acceptance of highway  
in Agawam on pet  
of Winsdale Smith  
et al

The County Commissioners having viewed and carefully examined throughout, the highway in Agawam located and ordered upon the petition of Winsdale Smith and others and having found the same well made constructed and completed according to the order of the Commissioners thereon the same is by them accepted



Sundry accounts against the County being now presented for allowance amounting to the sum of seven thousand two hundred and twenty dollars and eighty <sup>11</sup>/<sub>100</sub> 220.80 cents are allowed and ordered to be paid from the county treasury

Hampden Co. September 23. 1862

Judgment is entered up according to reports &c and all matters not acted upon are ordered to be continued and this meeting is adjourned without day

Attest.

Geo. P. Morris Clerk



Commonwealth of Massachusetts  
Hampden Co.

At a meeting of the County Commissioners begun and holden at Springfield within and for the County of Hampden on the first Tuesday of October being the seventh day of said month and by adjournment on the fourteenth day of said month and by adjournment on the twenty eighth day of said month and by adjournment on the fifth day of November and by adjournment on the eighteenth day of November and by adjournment on the fifth day of December and by adjournment on the eleventh day of said month of December and by adjournment on the seventeenth day of said month of December in the year of our Lord one thousand eight hundred and sixty six

Present Henry Fuller Esq. Chairman  
Benning Leavitt "  
Nelson D. Parks. } County  
Commissioners

Edwin Gilbert  
and others Pet for  
a highway in Southwick  
3

To the County Commissioners of the County of Hampden  
The undersigned citizens of Southwick respectfully  
represent that the public convenience and necessity  
require that a highway be laid out commencing near the  
depot in Southwick thence easterly and intersecting the  
Springfield road near Kettle Cutler, so called  
Southwick Mass Aug 17. 1861

Edwin Gilbert and others

The foregoing petition was entered at a meeting of the  
County Commissioners holden at Springfield within and  
for said County on the fourth Tuesday of June in the  
year of our Lord one thousand eight hundred and sixty  
one and was continued from meeting to meeting to this  
meeting and now the said petition is ordered to be dis-  
missed without costs.

Enos Smith and others  
Pet for a ferry  
5

To the County Commissioners for the County of Hampden  
Your petitioner Enos Smith of Leicester, in said County  
respectfully represents that at a meeting of the inhabitants  
of said town of Leicester held at the town hall in said  
town on the sixth day of November in the year eighteen



hundred and sixty in pursuance of a warrant issued  
by the Selectmen of said town calling the same it was  
voted to discontinue the road leading from the house of  
Eben Smith past the house of Susan Griffin to the  
old Turnpike. Your petitioner further represents that  
the road thus discontinued was a town way and that  
he is aggrieved by the discontinuance thereof by said  
town - that he has requested the Selectmen of said town  
to determine the amount of damages to which your  
petitioner is entitled by reason of the discontinuance  
of said road and assess and award the same - that  
said Selectmen have refused to allow your petitioner  
any compensation for such discontinuance and that  
he has received no compensation whatever for damages  
for said discontinuance. He therefore prays that a  
jury may be ordered and empaneled (or a Court  
committee appointed under your direction in case your  
petitioner and said said town agree upon said  
Committee) to view said premises and determine the  
amount of and award your petitioner damages for the  
discontinuance of said road by said town as aforesaid  
and as in duty bound will ever pray

Whester Oct 12<sup>th</sup> 1861

Eben Smith

By Leonard and Lewis  
his attys

The foregoing petition was entered at a meeting of the  
County Commissioners holden at Springfield within  
and for said County on the first Tuesday of October in the  
year of our Lord one thousand eight hundred and  
sixty one and was continued from meeting to meeting to  
this meeting and now the said petition is ordered to  
be dismissed without costs.

To the County Commissioners of the County of Hampshire Rufus M Pease and  
The undersigned citizens of Monson and Willbraham others pet for  
respectfully represent that the road commencing at alteration of a highway  
the West line of Monson near the house of David S. Pease in Willbraham  
and running to the bridge near the house of Hartwell Pease  
in said Willbraham is narrow, rocky and very much



out of repair, they therefore request your board to view said road, and make such alterations in location and order such repairs as the public convenience requires  
March 28. 1862

Rufus W. Pease and others.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the second Tuesday of April in the year of our Lord one thousand eight hundred and sixty two. At which meeting the Commissioners, deeming a view of the premises expedient, appointed Wednesday the fourth day of June then next and ten o'clock in the forenoon, at the house of William B. Schaffee in Willbraham as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Willbraham being the town within which such alterations are prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Republican a newspaper published in said County said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested, of the time and place for commencing said view.

And on the said fourth day of June the Commissioners met at the time and place appointed and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the same time of said view and having heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same said Commissioners did then and there adjudge that common convenience and necessity do not require that the prayer of the petition should be granted and the same is dismissed without costs, as by the report in writing of said view and



adjudication on file appears. Said petition was continued from meeting to meeting to this meeting and now the said report being read and considered is accepted and the petition is dismissed without costs.

Religion D. Leake is licensed as a common victualler at the Western Rail Road house at Chester depot.

Licenses

Sundry accounts against the County being now presented for allowance amounting to the sum of seven thousand two hundred and twenty five dollars and forty one cents are allowed and ordered to be paid from the County Treasury #7225.41

Hampden Co. December 17. 1862

Judgment is entered up according to reports &c and all matters not acted upon are ordered to be continued and this meeting is adjourned without day

Attest -

Wm B Wood Clerk



Commonwealth of Massachusetts  
Hampden S.S.

At a meeting of the County Commissioners  
begun and holden at Springfield within and for the County of  
Hampden on the fourth Tuesday of December being the twenty  
third day of said month and by adjournment on the thir-  
tieth day of said month to thirty first day of said month in  
the year of our Lord one thousand eight hundred and sixty two

Present Henry Fuller Esq Chairman } County  
Nelson D. Parks } Commissioners  
Benning Leavitt }

And on the first day of January and by adjournment on the  
seventh day of said month of January and by adjournment on  
the fourteenth day of said month and by adjournment on the twen-  
ty seventh day of said month and by adjournment on the eight-  
eenth day of February and by adjournment on the eighteenth  
day of March in the year of our Lord one thousand eight  
hundred and sixty three

Present Nelson D. Parks Esq Chairman } County  
Benning Leavitt } Commissioners  
Daniel G. Potter }

Daniel G. Potter Esquire of Monson having been declared  
by the board of examiners elected County Commissioner for the  
County and having been duly sworn appeared on the said  
first day of January and the board consisting of Nelson D.  
Parks, Benning Leavitt and Daniel G. Potter proceed to  
the choice of chairman the whole number of votes cast is  
three of which Nelson D. Parks has two and is chairman  
of the board for the year ensuing. David Smith and Samuel  
M. Bliss having been declared by the board of examiners duly  
elected special commissioners were duly sworn and qualified



To the County Commissioners of the County of Hampden John S. Beebe et al  
The subscribers, inhabitants of the towns of Wilbraham set for alteration of  
and Longmeadow would represent that the highway leading Highway in Longmeadow  
from South Wilbraham to Longmeadow is narrow and lia. and Wilbraham  
ble to be obstructed in winter by drifts and some portions  
of it out of repair. We therefore respectfully petition your  
Honorable board to view so much of said highway as lies  
between the dwelling house of Justus Pease in South  
Wilbraham and the dwelling house of Solomon Mills  
in East Longmeadow and make such alterations in  
location and width and order such repairs as you  
shall think the public requires.

Wilbraham June 25<sup>th</sup> 1862 John S. Beebe & others

The foregoing petition was entered at a meeting of  
the County Commissioners holden at Springfield within  
and for said County on the fourth Tuesday of June in  
the year of our Lord one thousand eight hundred and  
sixty two. At which meeting the Commissioners,  
deeming a view of the premises expedient, appointed  
Wednesday the twenty seventh day of August then next  
and ten O'clock in the forenoon at the house of Solomon Mills  
in Longmeadow as the time and place for viewing the  
premises; and caused a copy of said petition to be served  
upon the clerks of the towns of Longmeadow and Wilbra-  
ham, being the towns within which such alterations are  
prayed for, thirty days at least before the time appointed  
for said view; and also caused abstracts of said petition,  
containing the substance thereof, to be posted in two  
public places in said towns; and also gave notice to all  
persons interested by causing a copy of said petition to  
be published three weeks successively in the Spring-  
field Republican, a newspaper published in said  
County, said posting and the last publication of said  
copy having been fourteen days at least before the time  
appointed for said view; and before said view was  
had, said Commissioners gave notice in like manner  
as described in the foregoing notice of the petition, to  
all persons interested, of the time and place for com-  
mencing said view. And on the said twenty seventh day  
of August the Commissioners met at the time and place  
appointed, and proceeded to view the premises, and



having viewed the same the further consideration thereof was deferred till the next regular meeting of the Commissioners, held at Springfield aforesaid, on the second Tuesday of October then next at which meeting the parties were heard, and after the hearing, said Commissioners proceed to consider and adjudicate upon the prayer of said petition, and after considering the same, said Commissioners did adjudge that so much of the prayer of the petition as relates to alterations in location and width be granted, and after adjudicating as aforesaid, said Commissioners appointed Wednesday the nineteenth day of November then next and ten o'clock in the forenoon, at the house of Solomon Hills in said Longmeadow as the time and place when and where they would meet and proceed to locate said alterations in location and width and the said Commissioners having given notice of the adjudication and the time and place appointed for locating said alterations in location and width in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof) on the said nineteenth day of November met and proceeded to locate as follows, to wit.

Commencing at a Stone set beneath the surface of the ground at a point sixty eight and a half links Northwesterly of a stone monument on the Westerly side of the South Willbraham and Springfield road; and bearing from the South Westerly corner of Gustus Pease's dwelling house, South thirty seven and one third degrees West eighty nine links distant. Then running West in the centre of the location one hundred and fifty eight rods and sixteen links to a point opposite a marked yellow Pine tree. Then South eighty nine and a half degrees West twenty eight rods and twenty two links to a point opposite a stone. Then North eighty two and two thirds degrees West twenty four rods and eighteen links to a point opposite a stone on or near line between Solomon Hill and Charles Keunn's land. Then South eighty nine and three quarter degrees West, twenty seven rods and nine links to a point



opposite a stone in the swamp. Then North eighty nine and three quarter degrees west, seventeen rods to a stone nearly in line between Orville Pease and David Humm's land. Then South eighty and one sixth degrees West, twenty one rods and nineteen links to a point opposite a marked White Oak Tree on land of Abel Pease. Then North seventy eight and one third degrees West, sixteen rods and ten links to a point opposite a stone. Then North seventy degrees and twenty five minutes West, thirty four rods and eight links to a point opposite the center of an Elm Tree near Sprights House. Then North seventy and two thirds degrees West, fifty three rods and two links to a stone monument on the line between Leong-meadow and Wilbraham. Then North eighty three degrees West, thirty two rods and twenty two links to a point opposite a stone near a Soft Maple Tree. Then South eighty degrees West, thirty seven rods and thirteen links to a point opposite a stone near line between David Humm and Warren Pease's land. Then South eighty three degrees West, thirty seven rods and three links to a point opposite a stone. Then South eighty eight and a half degrees West, seventeen rods and seventeen links to a point opposite a stone near the house of J. Davis. Then South eighty six degrees West, ten rods to a point opposite a stone on the Westerly side of the road from Somers Conn. to Sixteen Acres in Springfield. Thus far the highway is laid three rods wide. Then South eighty and three quarter degrees West, one hundred and thirty three rods and twelve links to a stone at the South West corner of Capt. McGregory's garden. Then South eighty and a half degrees West, eighty eight rods and eleven links to a point opposite a stone at the South West corner of Luther Hill's garden. Then South seventy eight and one third degrees West, twenty nine rods and thirteen links to a point opposite a stone on the Easterly side of a barway. Then South eighty four and one sixth degrees West, thirty nine rods and twelve links to a point opposite a stone. Then North eighty nine and three quarter degrees West, fourteen rods and twenty three links to a point opposite a stone monument on the Easterly side of the road from Somers Conn. to Springfield.



The highway for the last five courses and distances embraces all the land lying between the walls and fences as they now stand. The lines are run on the whole of the foregoing highway at the distance of one and a half rod from the Northernly or right hand side of the same and the bounds are on the Northernly, or right hand side, at the distance of one and a half rod from the line as run and at right angles with the back sights of all the courses.

And now it is ordered that the said town of Longmeadow cause the road aforesaid which is within the limits of the said town of Longmeadow, and also that the said town of Wilbraham cause the road aforesaid which is within the limits of the said town of Wilbraham to be worked, made and completed in the most faithful and workmanlike manner, and as follows, to wit: The said road must be thoroughly ploughed, where ploughing is practicable and be thoroughly cleared of stones, stumps and roots. The top soil where it is unsuitable for making a hard and permanent road, must be removed out of the traveled way, or may be used in embankment, if it be so placed as not to be within twelve inches of the surface of the road when finished. Where the materials within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least ten inches of good gravel, or some other good material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of eighteen feet for the traveled part of the road. Where the subsoil is sand, the said traveled part of the road, after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick, and afterward with a top covering of eight inches of good gravel or some other good material spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its centre to the height of twelve inches. And the traveled part thereof must be worked to the width of eighteen feet, exclusive of the side slopes and of the ditches; so that carriages and teams may pass with safety and convenience over any and every part of the eighteen feet aforesaid. The said traveled part of the road must be worked parallel to its location, without any regard to the additional widths laid out for materials in constructing the road, except near its angles, which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road care must be taken to avoid unnecessary undulations,



and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches where they are needed must be constructed entirely without the traveled part of the road of eighteen feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty-four degree or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the centre line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side. Over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills, where the road is made partly by embankment and partly by excavation, the road must be crowned, in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the centre, and from thence to the exterior or downhill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty five degrees, where the materials are loose gravel or sand, the angle must not exceed thirty degree from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveller; the railing must consist of straight handsome chestnut poles, not less in any part than five inches in diameter and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from centre to centre.

Where the sides of embankments are constructed or secured with substantial well-laid stone walls, stones two feet high



above the face of the road; and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splicings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles or joist, at least one foot in length, in such manner that the chamfered faces will fit and lie close together, with the iron bolt aforesaid passing directly through the center of said joining or splicing. Or a stone wall built in a substantial and workmanlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment with the interior or inside thereof not less than two feet within the edge of the slope of the embankment, and without, in any manner obstructing or interfering with said eighteen feet for the travelled part of the road. Where the sides of embankments are constructed, or secured with substantial, well-laid stone walls instead of earth slopes before mentioned (and where the materials can be obtained at a reasonable expense this kind of structure will be required) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular; the road need be worked to no greater width than twenty four feet on the top or face of the embankment, to furnish a firm support to the railing and the twenty feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial well-laid stone abutments, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of twelve inches in addition; except the span of the arch or arches of a bridge each exceed three feet in the clear, when it may be covered with good chestnut or white



oak, three inch plank. Whenever a bridge is covered with plank the top of the planking must be at grade, and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty feet long, measured at right angles with the direction of the road, and be substantially and properly railed to the height of three feet, and to the width of not less than eighteen feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridges and be measured in the same manner, with good, firm, straight stone sides, or abutments not less than two feet apart and twenty four inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be crowned twelve inches in addition. The owners of land over which said road is located, retain the legal right to construct cattle culverts, or farm bridges across and underneath the road for their accommodation and convenience provided they do not thereby increase the ascent or descent in the grading of the road as hereafter described, and construct said culverts or bridges in manner prescribed for the bridge; and the said culverts when placed in must forever after be maintained by such owners, their heirs or assigns in good repair, and in such condition as to render them safe and convenient for the traveller. In grading the road aforesaid, care must be used in front of any dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said building, in the best shape for placing in a bank wall if the owner of said building shall so elect, otherwise so to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto; provided, however, when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts



shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling house or other building, it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be. Trees that have been planted or reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield or the shade and ornament they furnish to the farms adjacent are not to be removed or injured unless the construction and safety of the road absolutely require it. And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings, intersections or connections therewith, as to render them perfectly safe and convenient for the traveler.

The traveled part of the road aforesaid must be worked as follows. Viz. Commencing at the stone monument near the house of Gustus Pease in said Wilbraham and extending Westerly one hundred and fifty eight rods and sixteen links to a yellow Pine tree, one rod from the Southerly or left hand side of the location and be properly joined to the alterations beyond. From said Pine tree, and extending Westerly one hundred and twenty rods to a White Oak tree marked, the additional width required must be added to that side of the present road bed which will place the traveled path when completed nearest the Centre of location. From said White Oak tree and extending Westerly two hundred and twenty nine rods to a stone near the house of J. Jarvis in the centre of the location. From the house of said Jarvis to the end of the location the additional width required must be made on that side of the present road bed which will carry the traveled path nearest to the centre of the location when completed. And it is further ordered that the grading of said road which lies within the town of Wilbraham near the East side of the swamp, and at the



end of the first course and distance be reduced to an angle not to exceed a grade of three degrees; also that the road aforesaid that lies within the town of Longmeadow between the house of Luther Hills and Solomon Hills must be reduced to a grade not to exceed four degrees.

The county commissioners having heard all persons and corporations interested in relation to damages who expressed a desire to be heard thereon consider and adjudge that the sum of one hundred dollars be paid to Gilbert Hickwood and the sum of five dollars be paid to Orville Pease and the sum of eight dollars be paid to Abel Pease and the sum of five dollars be paid to Edmund Sprate and the sum of ninety dollars be paid to Benjamin Alden and the sum of one hundred and ten dollars be paid to Warren Pease and the sum of fifteen dollars be paid to J. Swiss and the sum of twenty dollars be paid to David Hunn in full compensation for all damages they will sustain in consequence of said location; no other person or corporation appearing to claim damages no other person in the opinion of the commissioners being entitled to damages none are awarded. The several owners of land over which said road is located are allowed until the first day of May A. D. 1863 to remove their wood, trees, timber, fences and crops then standing. And it is ordered that the aforesaid road be worked in a thorough skilfull and workmanlike manner and made hard, safe and convenient for travelers to pass over with their teams horses and carriages and that it be made and completed by the said towns of Longmeadow and Willbraham before the first day of October A. D. 1863 to the acceptance of the county commissioners.

All of which by the report of said commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted and the road established as and for a public highway.



Selectmen of Russell  
Pet for New location road known as the brook road in the town of Russell has  
of Highway  
11

To the County Commissioners of the County of Hampden.  
The subscribers respectfully represent that the county  
has been badly washed by recent freshets, therefore your pe-  
titioners request your honorable board to view said road,  
commencing at Blandford town line and extending east-  
erly to Mountain road, so called, and widen, or new locate,  
said highway as public good may require.  
Russell July 29. 1862

Nelson D. Parks } Selectmen  
Allen J. Mallory } of  
Horace Heath } Russell

The foregoing petition was entered at a meeting of the  
County Commissioners holden at Springfield within and for  
said county on the fourth Tuesday of June in the year of  
our Lord one thousand eight hundred and sixty two and by  
adjournment on the fifth day of August following. At which  
meeting the commissioners deeming a view of the premises  
expedient, appointed Wednesday, the tenth day of September  
then next and nine o'clock in the forenoon, at the house  
of Nelson D. Parks in Russell as the time and place for  
viewing the premises; and caused a copy of said petition to  
be served upon the clerk of the town of Russell being  
the town within which such widening and new locations  
are prayed for, thirty days at least before the time appointed  
for said view; and also caused abstracts of said petition,  
containing the substance thereof, to be posted in two pub-  
lic places in said town; and also gave notice to all persons  
interested by causing a copy of said petition to be pub-  
lished three weeks successively in the Springfield Repub-  
lican, a newspaper published in said county, said posting  
and the last publication of said copy having been fourteen  
days at least before the time appointed for said view; and  
before said view was had, said commissioners gave no-  
tice in like manner as described in the foregoing notice  
of the petition, to all persons interested, of the time and  
place for commencing said view. And on the said tenth  
day of September the commissioners met at the time and  
place appointed, and proceeded to view the premises, and  
having viewed the same, at which meeting the parties  
were heard, and after the hearing said commissioners



proceed to consider and adjudicate upon the prayer of said petition, and after considering the same, said Commissioners did adjudge that the prayer of the petition should be granted, and after adjudicating as aforesaid no person appearing to object at the time of view the Commissioners did then and there proceed to locate as follows, to wit:

Commencing at a stone monument standing on the Southernly side of the road from Blandford Center to Russell Depot a little Easterly of the line between Russell and Blandford; then running across Second Division brook, South seventy six degrees East, three hundred and sixty four feet to a stone - Then North fifty three and a half degrees East, one hundred and seventy four feet to a stone - Then North twenty six and three quarter degrees East, two hundred and fifteen feet to a hole drilled in the top of a rock - Then North fifty three degrees East, one hundred and ninety eight feet to a stone - Then North sixty two and a half degrees East, two hundred and thirty four feet to a hole drilled in the top of a large blue rock on the Southernly side of the brook. The location embraces as Highway all the land lying between the line as run and the Northernly line of the original highway on the Northernly side of the brook.

And now it is ordered that the said town of Russell cause the road aforesaid which is within the limits of the said town of Russell to be worked, made and completed in the most faithful and workmanlike manner, and as follows, to wit: The said road must be thoroughly ploughed, where ploughing is practicable, and be thoroughly cleared of stones, stumps and roots. The top soil where it is unsuitable for making a hard and permanent road, must be removed out of the traveled way, or may be used in embankment, if it be so placed as not to be within twelve inches of the surface of the road, when finished. Where the materials within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character a top covering of at least ten inches of good gravel, or some other good material (the best that can be obtained



in the vicinity, whether within or without the location of the road will be required over the whole width of eighteen feet for the traveled part of the road. Where the subsoil is sand, the said traveled part of the road, after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick, and afterwards with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its center to the height of twelve inches. And the traveled part thereof must be worked to the width of eighteen feet, exclusive of the side slopes and of the ditches; so that carriages and teams may pass with safety and convenience over any and every part of the eighteen feet aforesaid. The said traveled part of the road must be worked in the center of, and parallel to its location, without any regard to the additional widths laid out for materials in constructing the road, except near its angles, which must be judiciously rounded so as to render its turnings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of a greater magnitude than is hereafter mentioned. The side ditches where they are needed, must be constructed entirely without the traveled part of the road of eighteen feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty four degrees, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the centre line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side. Over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills, where the road is made partly by embankment and partly by excavation, the road must be crowned in



manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the center, and from thence to the exterior or down-hill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty five degrees; where the materials are loose gravel or sand, the angle must not exceed thirty degree from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed where railing is necessary for the safety and convenience of the traveller; the railing must consist of straight handsome chestnut poles, not less in any part than five inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from centre to centre. Where the sides of embankments are constructed or secured with substantial well-laid stone walls, stones two feet high above the face of the road, and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splicings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles or joists, at least one foot in length, in such manner that the chamfered faces will fit and lie close together, with the iron bolt aforesaid passing directly through the center of said joining or splicing. Or a stone wall built in a substantial and workmanlike <sup>manner</sup> two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing to be firmly and permanently placed in the embankment with the interior or inside thereof not less than two feet within the edge of the slope of the



embankment, and without, in any manner obstructing or interfering with said eighteen feet for the traveled part of the road. Where the sides of embankments are constructed, or secured with substantial, well-laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense this kind of structure will be required,) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular; the road need be marked to no greater width than twenty feet on the top or face of the embankment, to furnish a firm support to the railing and the eighteen feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial, well-laid stone abutments, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of ten inches in addition; except the span of the arch or arches of a bridge, each exceed three feet in the clear, when it may be covered with good chestnut or white oak three inch plank. Whenever a bridge is covered with plank the top of the planking must be at a grade, and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty four feet long, measured at right angles with the direction of the road, and be substantially and properly railed to the height of three feet and to the width of not less than eighteen feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner, with good, firm, straight stone sides or abutments not less than two feet apart and twenty inches high, and be covered with the same material with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be crowned ten inches in addition. The owners of land over which said road is located, retain their legal



right to construct their cattle culverts or farm bridges across and underneath the road for their accommodation and convenience, provided they do not thereby increase the ascent or descent in the grading of the road, as hereafter described, and construct said culverts or bridges in manner prescribed for the bridge; and the said culverts when placed in must forever after be maintained by such owners, their heirs or assigns, in good repair, and in such condition as to render them safe and convenient for the traveler. In grading the road aforesaid, care must be used in front of any dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said building, in the best shape for placing in a bank wall if the owner of said building shall so elect, otherwise so to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto; provided, however when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling house or other building, it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be. Trees that have been planted and reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it.

And it is further ordered that all other roads crossing intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings intersections or connections thenceforth as to render them perfectly safe and convenient for the traveler.

The County Commissioners having heard all persons



and corporations interested in relation to damages who expressed a desire to be heard thereon consider and adjudge that the sum of twenty five dollars be paid to John W. Smith of Monson in full compensation for all damage he will sustain in consequence of the aforesaid location of a highway. No other person or corporation appeared to claim damage, and in the opinion of the Commissioners, none are entitled to damage, none are awarded. The several owners of land over which said highway is located are allowed until the first day of March A.D. 1863 to remove their timber, fences, trees and crops therefrom. And it is ordered that said road be worked and made safe and convenient for travelers to pass over with their horses and carriages and that it be made and completed by the town of Russell on or before the first day of April A.D. 1863, to the acceptance of the County Commissioners.

Nelson D. Parks Esq being disqualified by reason of residence does not sign this report and no objection being made that three disinterested Commissioners were not present and no opposing party or parties appearing the subscribers proceeded to locate as aforesaid.

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted and the road established as and for a permanent highway.

Allowance to Wilbraham Ordered that there be allowed the Inhabitants of Wilbraham the sum of One hundred dollars to be paid from the County Treasury towards the expenses of working the road running from John Mc Crays through the village of South Wilbraham

Overseers of the House of Jan. 7. 1863. Ambrise N. Merrick, Henry G. Churchill and Correction appointed Virgil Perkins are appointed overseers of the House of correction for the year ensuing.



Charles K. Ladd Esquire, County Treasurer presented his account which was examined and allowed by the County Commissioners.

Estimated Expenses of the County of Hampden for the year A. D. 1863 for which a tax will be required.

For payment of jurors to the several Courts	\$ 3 500.00
" Service of Venues	200.
" Officers of Courts	500.
" Salary of County and Special Commissioners	1 600
" Land Damages	2 000.
" Sheriff fees	100.
" Publication of Commissioners notes	100.
" Survey of Highways	100.
" Construction of Roads and Monuments	100
" Expenditures at jail and House of Correction	
" Provisions	4000.
" Clothing	700.
" Fuel and Lights	800.
" Beds and Bedding	300
" Salaries at jail and House of Correction	3 000.
" Repairs	300.
" Instruction (chaplain)	300.
" Furniture	100.
" Discharged Prisoners	50.
Expenditures at Court House	
" Messenger to the Courts	600.
" Clerk of Courts	300.
" Record Books Stationery and Library	700.
" Repairs	100.
" Fuel and Lights	200.
" Salaries of Sheriff and Treasurer	1600.
" Examiners of Accounts	27.
" Legal Expenses	100.
" Inquests	200.
" Criminal Costs	10 000.
" Part payment for addition to jail and House of Correction	4 349.



184

The County is indebted for Current expenses for which  
orders are drawn on the Treasurer and unpaid \$1809.00  
And for Criminal Costs December Term 3900.00

5709.00      5709.  
\$41635.00

Taxes due the County for 1862.      2609.  
Balance now in the treasury      12026. } \$41635.00

Deducting the resources of the County  
from estimated expenses.

The tax asked for will be      \$27000.00

Nelson D. Parks } County  
Daniel G. Potter } Commissioners

The sum of twenty five dollars is allowed to John W.  
Smith for damages to land taken for a highway on peti-  
tion of The Selectmen of Russell and the same is ordered  
to be paid from the County treasury.

Sundry accounts against the County being now present-  
ed for allowance amounting to the sum of five thousand  
five hundred and ninety five dollars and eighty eight  
cents are allowed and ordered to be paid from the County  
treasury.

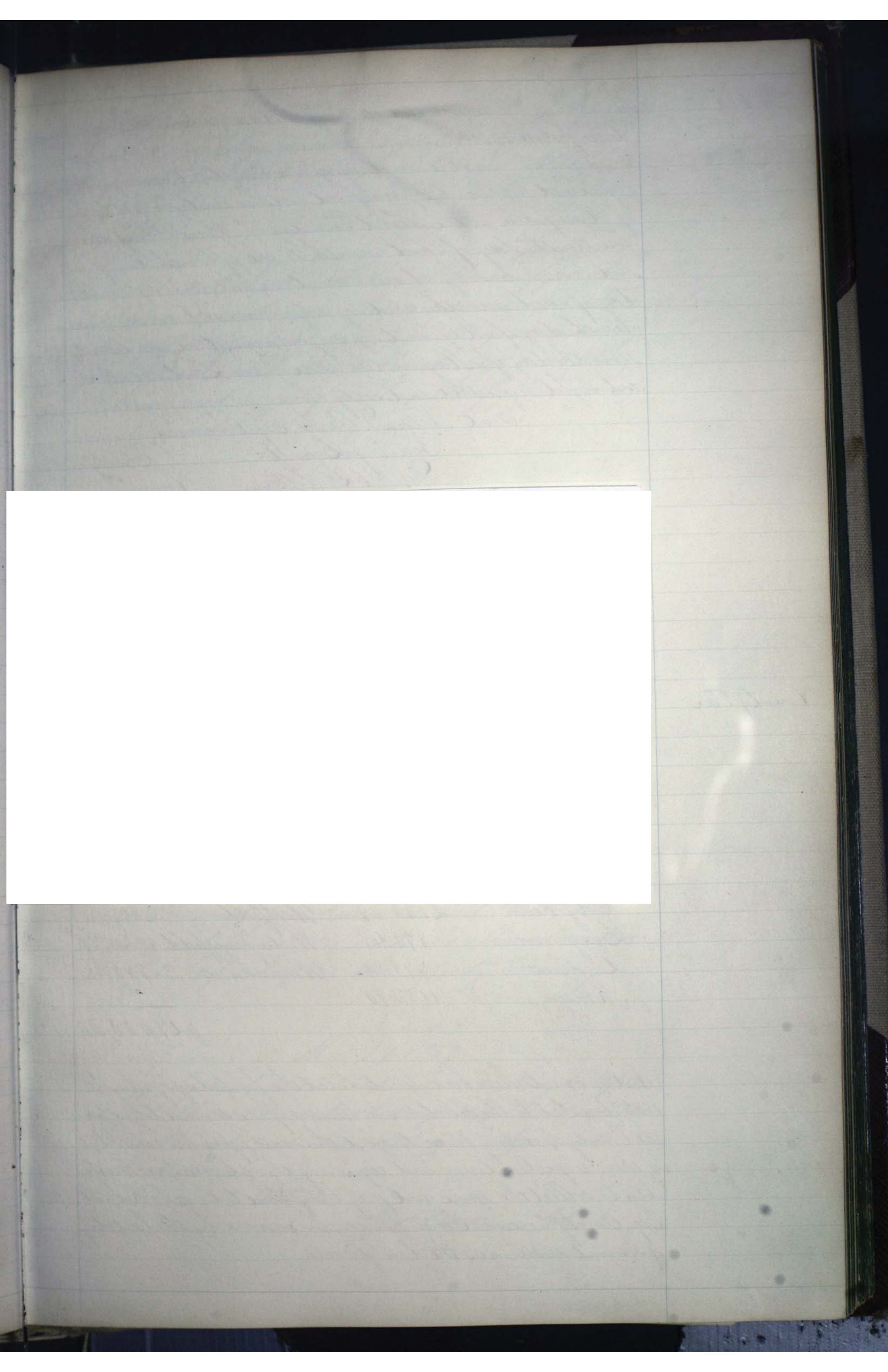
Wampden S. S. March 18. 1863.

Judgment is entered up according  
to reports &c and all matters not acted upon are ordered  
to be continued and this meeting is adjourned without  
day.

attest

Wm. W. W. Clerk







Commonwealth of Massachusetts.  
Hampden Co.

At a meeting of the County Commissioners begun and holden at Springfield within and for the County of Hampden on the second Tuesday of April being the fourteenth day of said month to the fifteenth day of said month and by adjournment on the twenty eighth day of said month, and by adjournment on the fourteenth day of May and by adjournment on the twenty seventh day of May in the year of our Lord, one thous. and eight hundred and sixty three

Present Nelson D. Parks Esq. Chairman  
Benning Leavitt  
Daniel G. Potter } County Commissioners

In conformity with a resolve of the General Court granting a tax of twenty thousand dollars for the County of Hampden the same is apportioned upon the several towns in said County in manner following

County Tax	Agawam	\$714.06	Montgomery	168.02
	Blandford	\$554.45	Palmer	1335.72
	Brimfield	705.66	Russell	226.82
	Chester	495.64	Southwick	613.26
	Chicopee	2973.86	Springfield	8593.96
	Granville	487.24	Tolland	285.63
	Holland	168.02	Wales	302.43
	Colyoke	2133.79	Westfield	2805.85
	Longmeadow	890.48	West Springfield	1024.89
	Ludlow	478.84	Wilbraham	890.48
	Monson	1150.90		
				\$27000.00

And warrants have been issued dated the fifth day of May A.D. 1863 directed to the Selectmen or Assessors of the several towns in the County directing them to assess the same upon the inhabitants of their respective towns and requiring their Collector or Constables to collect the same and pay the same to Charles R. Ladd Esq. County Treasurer or his successor or order by the last day of August ensuing as the law directs.



A citation is ordered to issue to the town of Agawam citation to Agawam  
to show cause why warrant should not issue for  
payment of costs on petition of Elijah Allen.

Ordered that the Rev. William Rice be appointed Religious Services  
to perform the customary religious services at the at Courts  
opening of the Judicial Courts for the year ensuing  
from the eleventh day of March last and that  
he be allowed as compensation therefor the sum of  
twenty five dollars

April 14. Elisha Kinney is licensed as an inn. Licenses  
holder at his dwelling house in Holland.  
April 14. Harvey H. Park is licensed as an inn holder  
at the Monson Hotel near the depot in Monson.  
May 27. Gilbert Nye is licensed as an inn holder  
at his hotel in North Blandford.

Elijah Blake is appointed Superintendent of Court Court Square  
Square for one year from the first day of April.

Sundry accounts against the County being now account  
presented for allowance amounting to the sum of  
four thousand four hundred and thirty two  
dollars and twenty six cents are allowed and or-  
dered to be paid from the County treasury.

Hampden S. S. May 27. 1863.

Judgment is entered up according to reports  
&c and all matters not acted upon are ordered to  
be continued and this meeting is adjourned  
without day.

Attest

Geo F Monis Clerk



Commonwealth of Massachusetts.  
Hampden Co.

At a meeting of the County Commissioners begun and holden at Springfield within and for the County of Hampden on the fourth Tuesday of June being the twenty third day of said month to the twenty fourth day of said month and by adjournment on the first day of July and by adjournment on the fifteenth day of July and by adjournment on the eighteenth day of August and by adjournment on the twenty second day of September in the year of our Lord one thousand eight hundred and sixty three

Present Nelson D. Parks Esq Chairman  
Benning Leavitt "  
Daniel G. Potter " } County Commissioners

County Treasurer

The County Treasurer is authorized to borrow five thousand dollars at the Chicopee Bank in anticipation of the collection of the tax and to give the note of the County therefor

Chaplain at H of C

The Rev Thomas Jordan is appointed Chaplain at the jail and house of Correction for the year ensuing July 1.

Physician at H of C

H. W. Holmes M.D. is appointed physician at the jail and house of Correction for one year from the first day of July at a salary of one hundred dollars a year payable quarterly.

Land Damages

The sum of Three hundred and fifty three dollars is allowed for damages to land taken in the location of highways, and the same is ordered to be paid from the County Treasury.

Accounts

Sundry accounts against the county being now presented



for allowance, amounting to the sum of five thousand six hundred and fifteen dollars and thirty six cents are allowed and ordered to be paid from the county treasury.

Wampden I. I. September 22<sup>nd</sup> 1863

Judgment is entered up according to reports &c and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest

Good Moses Clerk



Commonwealth of Massachusetts  
Hampden S.S.

At a meeting of the County Commis-  
sioners begun and holden at Springfield within and  
for the county of Hampden on the first Tuesday of  
October being the sixth day of said month to the seventh  
day of said month and by adjournment on the twenty  
ninth day of said month and by adjournment on the  
nineteenth day of November and by adjournment on  
the fifteenth day of December in the year of our  
Lord, one thousand eight hundred and sixty three.

Present - Nelson D. Parks Esq. }  
                  Banning Leavitt } County  
                  Daniel G. Potter } Commissioners

Selectmen of West  
Springfield - Petition

for alteration of high-  
way in West Springfield

7.

To the County Commissioners of the County of Hampden.  
Respectfully represent the subscribers the Selectmen  
of the town of West Springfield in said County, that the  
highway leading from West Springfield to Westfield,  
and known as the Pancatuck road is crossed by the Western  
Railroad, at a point known as the rock cut section  
in said West Springfield, and about one half mile  
from the residence of Demas Goff - that it is neces-  
sary for the security of the public that the highway,  
where it is so crossed by said railroad should be lowered  
so that the public may pass under said rail road -  
that on or about the 6<sup>th</sup> day of December A.D. 1860  
the selectmen of the town of West Springfield, made in  
writing a request to said corporation to lower said  
highway at said crossing but said corporation neglected  
and refuses to comply with said request.

Wherefore your petitioners pray that your board after  
due notice will grant to the parties a hearing on the  
matters of this petition and will decide as to the reasona-  
bleness of said request and the necessity for the security  
of the public that said highway should be lowered as  
prayed for

Nathan Loomis } Selectmen  
Alvin Tibley }  
F. F. Smith } West Springfield



The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the first Tuesday of October in the year of our Lord one thousand eight hundred and sixty two. At which meeting the Commissioners deeming a view of the premises expedient appointed Tuesday the twentieth day of January then next and twelve o'clock, noon, at the Court House in Springfield as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of West Springfield and also upon the Western Rail Road Corporation, said town of West Springfield being the town within which such lowering of highway is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Republican, a newspaper published in said County said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested of the time and place for commencing said view. And on the said twentieth day of January, the Commissioners met at the time and place appointed and proceeded to view the premises, and having viewed the same, the further consideration thereof was deferred till the next regular meeting of the Commissioners held at Springfield aforesaid, on the second Tuesday of April then next at which meeting the parties were heard, and after the hearing said Commissioners proceeded to consider and adjudicate upon the prayer of said petition, and after considering the same said Commissioners did adjudge that the prayer of said petitioners be granted as by the report in writing of said view and adjudication on file appears and said Commis-



Commissioners thereupon appointed Tuesday the sixteenth day of June then next and nine o'clock in the forenoon, at the house of Alvin Sibley in said West Springfield as the time and place when and where they would meet and proceed to locate said lowering of the highway and the said Commissioners having given notice of the adjudication and the time and place appointed for locating in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof) on the said sixteenth day of June met and proceeded to locate and order the lowering of the said highway as follows to wit:

Commencing at a point on the surface in the traveled path of the Rock cut crossing three hundred and fifty feet southerly of the South rail of said Western Rail Road and extending northerly a uniform grade to a point sixteen feet below the top of said Rail, then extending northerly on a level underneath said Rail Road at a distance of sixteen feet from the top of the rail thereof one hundred and fifty feet, then northerly a uniform grade three hundred feet to a point at the surface in the present traveled path of the highway. Said passage way to be fourteen feet high in the clear and twenty feet wide in the clear - And when completed to correspond in all particulars with the passage way underneath the Western Rail Road in said town of West Springfield near the west end of the Rail Road bridge across Connecticut River except in height and length of abutment walls which must correspond to the embankment to be sustained thereby. The side or abutment walls of said passage way are to be so constructed and placed in that the way when completed will correspond in its direction to the traveled path of the present highway. The approaches to said passage way on either side of said Rail Road are to be twenty feet wide in the clear exclusive of the side slopes and ditches so that carriages may pass over any and every part thereof. The side ditches must be constructed entirely without the twenty feet aforesaid



and must be made by sloping from the exterior line of the traveled path of said road two and one half feet to one foot rise and gradually descend with a smooth and even surface in the direction of the road towards the point of discharge in such a manner that no water can permanently stand by the road side. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be at an angle not exceeding forty five degrees. No person or corporation appeared to claim damages in consequence of the location of the aforesaid passage way and in the opinion of the County Commissioners no person or corporation are entitled to damages, none are awarded.

And it is ordered that the said Western Rail Road cause said passage way and the approaches thereto to be constructed worked and made safe and convenient for travelers to pass with their horses and carriages, cattle and teams and that it be made and completed by the said Western Rail Road on or before the first day of July A.D. 1864

Nelson D. Parks } County  
Benning Leeavitt }  
Daniel G. Potter } Commissioners

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted and the road established as and for a public highway.

To the County Commissioners for the County of  
Hampden.

Corydon Johnson et al  
Pet. for a private way  
in Chester

10

Respectfully represent we the undersigned, your petitioners, that a private way may be laid in the town of Chester in the County of Hampden and State of Massachusetts from near the South end of the "Walton Bridge" so called across the lands of John Lick and the Western Rail Road Corporation to the old "Walton road" so called on the Easterly side of the "Nine corner lot" so called owned by Corydon Johnson, for the purpose



of passing with teams. The selectmen of said town of Chester having unreasonably refused to lay out and locate said private way after being duly petitioned to do as your petitioners would ever pray  
 April 13<sup>th</sup> 1863.

Conrad Johnson  
 Chas. Manson

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the second Tuesday of April in the year of our Lord one thousand eight hundred and sixty three. At which meeting the Commissioners deeming a view of the premises expedient, appointed Thursday the twenty eighth day of May then next and nine o'clock in the forenoon at the house of William H. Sengell in Chester as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Chester being the town within which such private way is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Republican a news-paper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said twenty eighth day of May, the Commissioners met at the time and place appointed and proceeded to view the premises and having viewed the same, the Commissioners then determined to hear the parties at the same time of said view; and having heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said Commissioners did then and there adjudge that common convenience and necessity did not require



that the prayer of the petitioners should be granted  
and the petition is dismissed without costs. or by

Nelson D. Parks } County

Benning Locant

Daniel G. Potter } Commissioners

As by the report in writing of said view and adjudication on file appears. And this case was continued from term to term to this term and now the said report being read and considered, is accepted, and petition dismissed.

To the County Commissioners for the County of Hampshire.

Your petitioners residents of Wilbraham and Long Meadow in said county respectfully represent Pet. for alteration in

that the road leading from South Wilbraham Wilbraham & Long Meadow  
to East Longmeadow, laid out and located  
by your honorable board on the fourth Tuesday  
of December last may be materially improved  
by altering a portion of it, as follows, viz, begin-  
ning at a stone monument on the north side  
of said road, and Westerly of the swamp and  
Easterly of the house of Spencer Alden in said  
Wilbraham and thence running to the stone  
monument near the house of J. Davis of  
said Longmeadow. We, therefore petition your  
honorable board to resurvey the said road  
and to make the alteration indicated above  
and as in duty bound will ever pray &c

12.

April 28<sup>th</sup> 1863.

David Lathrop & others.

The foregoing petition was entered at a meeting  
of the County Commissioners holden at Spring-  
field within and for said County on the second  
Tuesday of April in the year of our Lord one  
thousand eight hundred and sixty three.

At which meeting the Commissioners deeming  
a view of the premises expedient appointed Thurs-  
day the twenty fifth day of June then next and  
nine o'clock in the forenoon at the house of Warren  
Pease in Longmeadow as the time and place for  
viewing the premises; and caused a copy of said  
petition to be served upon the clerks of the towns



of Longmeadow and Wilbraham being the towns within which such alterations are prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said towns, and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Republican a newspaper published in said County, said posting and last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing petition to all persons interested, of the time and place for commencing said view. And on the said 25<sup>th</sup> day of June, the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same, the Commissioners then determined to hear the parties at the same time of said view; and having heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said Commissioners did then and there adjudge that common convenience and necessity does not require that the prayer of Petitioners should be granted and the petition is dismissed without costs.

Nelson D. Parks } County  
 Benjamin Leavitt }  
 Daniel G. Potter } Commissioners

As by the report in writing of said view and adjudication on file appears. And this case was continued from term to term to this term and now the said report being read and considered is accepted and the petition dismissed.



To the County Commissioners for the County of <sup>R. W. Kellogg also pet.</sup>  
Hampden <sup>for Alteration of Highway</sup>

The undersigned Citizens of Southwick in Southwick Granville  
and Granville respectfully represent that the  
public Convenience and necessity require that  
the highway recently located by your Honorable  
board, Commencing near the Guide Board near  
Granville Corners (so called) and terminating  
near the house of Jehan Rising in Southwick  
can be improved by alterations. Your Petitioners  
therefore respectfully request your honorable  
board to view the premises and make such  
alterations and changes in location as you may  
think the public good require

Granville June 21<sup>st</sup> 1863.

R. W. Kellogg & others.

The foregoing petition was entered at a meeting  
of the County Commissioners holden at Springfield  
within and for said county on the fourth  
Tuesday of June in the year of our Lord one  
thousand eight hundred and sixty three.  
At which meeting the Commissioners deeming  
a view of the premises expedient, appointed  
Wednesday the twenty ninth day of July then  
next and ten o'clock in the forenoon at the  
house of Jehan Rising in Southwick as the  
time and place for viewing the premises, and  
caused a copy of said petition to be served  
upon the Clerks of the towns of Granville and  
Southwick being the towns within which  
such alterations are prayed for, thirty days  
at least before the time appointed for said  
view; and also caused abstracts of said peti-  
tion, containing the substance thereof to be  
posted in two public places in said towns;  
and also gave notice to all persons interested by  
causing a copy of said petition to be published  
three weeks successively in the Westfield News  
Letter a newspaper published in said county  
said posting and last publication of said copy  
having been fourteen days at least before the time



appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested, of the time and place for commencing said view. And on the said twenty ninth day of July the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same, the Commissioners then determined to hear the parties at the same time of said view; and having heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same said Commissioners did then and there adjudge that common convenience and necessity does not require that the prayer of the petitioners should be granted and the petition is dismissed without cost.

Nelson D. Parker } County

Benning Leavitt }

Daniel G. Potter } Commissioners

As by the report in writing of said view and adjudication on file appears. And this case was continued to this term and now the said report being read and considered, is accepted and the petition dismissed

Franklin W. Dewey vs  
Pet. for a New Highway in  
Chester & Blandford

16

To the Honorable County Commissioners for the County of Hampden

The undersigned petitioners respectfully represent that public good and convenience and necessity require that a public road be laid out, located and constructed, commencing on the old road between the new State School house in Chester and the house of William S. Knox in Blandford and running South Westerly until it intersects the new road somewhere between Blandford and Chester town line and the house of Joseph A. Gibbs in Blandford. Wherefore your humble petitioners pray your Honorable



board to view and examine the premises aforesaid and lay out and construct said road as public good requires.

Chester June 27. 1863.

Franklin W. Dewey & others

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the fourth Tuesday of June in the year of our Lord, one thousand eight hundred and sixty three. At which meeting the Commissioners deeming a view of the premises expedient, appointed Tuesday the first day of September then next and nine o'clock in the forenoon at the house of William H. Layell in Chester as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerks of the towns of Blandford and Chester, being the towns within which such new location is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in each of said towns; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Republican, a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested of the time and place for commencing said view. And on the first day of September, the Commissioners met at the time and place appointed and proceeded to view the premises and having viewed the same at which meeting the parties were heard, and after the hearing said Commissioners proceed



to consider and adjudicate upon the prayer of said petition and after considering the same, said Commissioners did adjudge that the prayer of the petitioners be granted; as by the report in writing of said view and adjudication on file appears, and said Commissioners thereupon appointed Thursday the fifth day of November A.D. 1863 then next and nine o'clock in the forenoon at the house of William H. Layell in said Lehestes as the time and place when and where they would meet and proceed to locate said road, and the said Commissioners having given notice of the adjudication and the time and place appointed for location in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof) on the said fifth day of November met and proceeded to locate as follows, to wit,

Commencing at a stone Monument on the Westerly side of the old County road a little Southally of the line between Lehestes and Blandford; then running South thirty seven and three quarter degrees West, four hundred and eighty two feet to a stone Monument on the Easterly side of the New County Road. The line is run and the bounds are set on the Westerly or right hand side of the highway, and the same is laid three rods wide. And now it is ordered that the said town of Blandford cause the road aforesaid which is within the limits of the said town of Blandford to be worked, made and completed in the most faithful and workmanlike manner, and as follows to wit: The said road must be thoroughly ploughed where ploughing is practicable, and be thoroughly cleared of stones, stumps and roots. The top soil, where it is unsuitable for making a hard and permanent road, must be removed out of the traveled way, or may be used in embankment, if it be so placed as not to be within twelve inches of the surface of the road when finished. Where the materials within



the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least twelve inches of good gravel, or some other good material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of sixteen feet for the traveled part of the road.

Where the subsoil is sand, the said traveled part of the road, after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick and afterward with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its centre to the height of twelve inches. And the traveled part thereof must be worked to the width of sixteen feet, exclusive of the side slopes and ditches, so that carriages and teams may pass with safety and convenience over any and every part of the sixteen feet aforesaid. The said traveled part of the road must be worked in the centre of and parallel to its location, without any regard to the additional widths laid out for materials in constructing the road, except near its angles, which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches, where they are needed must be constructed entirely without the traveled part of the road of sixteen feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet



at an angle of twenty-four degree, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the centre line of the traveled part of the road, without unnecessary curvatures in their direction and must gradually descend with a smooth even surface in the direction of the road towards the point of discharge in such manner that no water can permanently stand by the road side. Over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud the side ditch will in no instance be allowed. On the side of hills, where the road is made partly by embankment, and partly by excavation, the road must be crowned in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the centre and from thence to the exterior or downhill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty five degrees, where the materials are loose gravel or sand, the angle must not exceed thirty degree from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveller; the railing must consist of straight, handsome chestnut poles not less in any part than five inches in diameter and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from centre to centre. Where the sides of embankments are constructed or secured with substantial well-laid stone walls, stones two feet high above the face of the road, and not less than eighteen



inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splicings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles or joist, at least one foot in length, in such manner that the chamfered faces will fit and lie close together, with the iron bolt aforesaid passing directly through the center of said joining or splicing. Or a stone wall built in a substantial and workmanlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment with the interior or inside thereof not less than two feet within the edge of the slope of the embankment, and without in any manner obstructing or interfering with said sixteen feet for the travelled part of the road. Where the sides of embankments are constructed, or secured with substantial, well-laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense this kind of structure will be required,) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height, the inner face thereof being perpendicular; the road need be worked to no greater width than twenty four feet on the top or face of the embankment, to furnish a firm support to the railing and the twenty feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial well laid stone abutments and be.



covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of twelve inches in addition; except the span of the arch or arches of a bridge, each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank. Whenever a bridge is covered with plank the top of the plank-  
ing must be at grade, and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty feet long, measured at right angles with the direction of the road, and be substantially and properly railed to the height of three feet, and to the width of not less than sixteen feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge and be measured in the same manner, with good, firm straight stone sides, or abutments not less than two feet apart and eighteen inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be crowned twelve inches in addition. The owners of land over which said road is located, retain the legal right to construct cattle culverts, or farm bridges across and underneath the road for their accommodation and convenience, provided they do not thereby increase the ascent or descent in the grading of the road, as hereafter described, and construct said culverts or bridges in manner prescribed for the bridge; and the said culverts when placed in must forever after be maintained by such owners, their heirs or assigns in good repair, and in such condition as to render them safe and convenient for the traveller. In grading the road aforesaid, care must be used in point of any



dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said building in the best shape for placing in a bank wall if the owner of said building shall so elect, otherwise so to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto; provided, however when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling house or other building it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said buildings as perfect and as nearly in their present shape as may be. Trees that have been planted or reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it.

And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be raised or lowered and so widened at the points of their said crossings intersections or connections therewith as to render them perfectly safe and convenient for the traveller.

The County Commissioners having heard all persons and corporations interested in relation to damages who expressed a desire to be heard thereon consider and adjudge that the sum of one hundred and thirty five dollars be paid to William S. Knox and the sum of ten dollars be paid to Patrick Woney, all in full compensation for all damages they will sustain in consequence



of the aforesaid location of a road, no other person or corporation in the opinion of the Commissioners being entitled to damage, none are awarded. The several owners of land over which said road is located are allowed until the first day of May A.D. 1864, to remove fences and trees standing thereon. And it is ordered that the said road be worked and made safe and convenient for travellers to pass over with their horses and carriages, cattle and teams, and that it be made and completed by the town of Blandford before the first day of July A.D. 1864 to the acceptance of the County Commissioners

Nelson D. Parks } County  
Benning Leavitt }  
Daniel G. Potter } Commissioners

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And this case was continued to this term and now the said report being read and considered is accepted and the road established as and for a public highway.

Selectmen of Agawam  
Pet. for discontinuance of  
highway in Agawam  
18.

To the County Commissioners of the County of Hampden.  
The undersigned Selectmen of the town of Agawam respectfully represent that the highway leading from the road direct from Feeding Hills in the town of Agawam to Little River in Westfield, and crossing what was called Morley's bridge has become useless by the fall of said bridge and that the public convenience does not require the said bridge to be rebuilt and your petitioners would humbly request your honorable board to view the premises and discontinue the above highway or so much of the same as your honors shall deem expedient. As in duty bound your petitioners will ever pray

Joseph Bedoncha } Selectmen  
John G. Freeland } of  
Joseph L. Smith } Agawam

The foregoing petition was entered at this meeting of the County Commissioners at which meeting the



Commissioners deeming a view of the premises expedient appointed Tuesday the seventeenth day of November then next and ten o'clock in the forenoon at the South End of Murley's bridge in Agawam as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Agawam being the town within which such discontinuance is prayed for, thirty days at least before the time appointed for said view and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in Agawam, said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Republican a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said seventeenth day of November the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same, the Commissioners then determined to hear the parties at the same time of said view, and having heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said Commissioners did then and there adjudge that common convenience and necessity does not require that the prayer of the petitioners should be granted and the petition is dismissed without costs.

Nelson D. Parks } County  
Benjamin Leavitt }  
Daniel G. Potter } Commissioners



196

As by the report in writing of said view and adjudication on file appears; and now the said report being read and considered is accepted and the petition dismissed.

\$75.00

The sum of seventy five dollars is allowed for damages to land taken in the location of highway and the same is ordered to be paid from the County treasury.

\$5446.74

Sundry accounts against the County being now presented for allowance amounting to the sum of five thousand four hundred and forty six dollars and seventy four cents are allowed and ordered to be paid from the County treasury

Newspden S.C. December 15. 1863.

Judgment is entered up according to reports &c and all matters not acted upon are ordered to be continued and this meeting is adjourned without day

Attest,

Geo B Morris Clerk







Commonwealth of Massachusetts.  
Hampden Co.

At a meeting of the County Commissioners begun and holden at Springfield on the fourth Tuesday of December being the twenty second day of said month to the twenty third day of said month and by adjournment on the thirtieth day of said month in the year of our Lord one thousand eight hundred and sixty three.

Present Nelson D. Parks Esq. Chairman

Benning Leavitt

Daniel G. Potter

} County  
Commissioners

And on the sixth day of January to the seventh day of said month and by adjournment on the ninth day of said month and by adjournment on the eleventh day of said month and by adjournment on the tenth day of February and by adjournment on the fifteenth day of March in the year of Our Lord one thousand eight hundred and sixty four.

Present Benning Leavitt Chairman

Daniel G. Potter

Charles C. Wright

} County  
Commissioners

Charles C. Wright Esquire of Agawam having been declared by the board of examiners elected County Commissioner for the County and having been duly sworn, appeared on said sixth day of January and the board consisting of Benning Leavitt, Daniel G. Potter and Charles C. Wright proceed to the choice of Chairman, the whole number of votes cast is three of which Benning Leavitt Esquire has two and is chosen chairman of the board for the year ensuing.



West Springfield Oct. 6<sup>th</sup> 1862 Mass.  
To the County Commissioners of the County of Hampden. Pet. for alteration of  
The undersigned legal voters of said town respect. Highway in West Springfield  
fully represent that the highway leading from the  
house of Dea. Elisha Eldridge, southerly by the Saw-  
mill and on the West bank of the Connecticut  
river to the common so called and from said  
river Westerly through said Common to the  
Western Rail Road bridge near the Agawam  
River, the limits of said road are undefined,  
and portions of it are narrow and crooked. There-  
fore your petitioners respectfully request your  
honorable board to view the same and make  
such alterations by widening, straightening,  
new locating or discontinuing such portions as  
the public good requires. Your petitioners re-  
spectfully request you to cause good and sub-  
stantial monuments to be placed upon each  
side of the common, so called at each angle  
and make such alterations and improvements  
as you think the public good and convenience  
requires.

Walter Corley & others.

The foregoing petition was entered at a meeting  
of the County Commissioners holden at Spring-  
field within and for said County on the fourth  
Tuesday of June in the year of our Lord one  
thousand eight hundred and sixty three.  
At which meeting the Commissioners deeming  
a view of the premises expedient, appointed  
Thursday the thirtieth day of July then next  
and nine o'clock in the forenoon at the house of  
Elisha Eldridge in West Springfield as the time  
and place for viewing the premises; and caused  
a copy of said petition to be served upon the Clerk  
of the town of West Springfield, being the town  
within which such alterations, discontinuances and  
monumenting are prayed for, thirty days at least  
before the time appointed for said view; and also  
caused abstracts of said petition containing the  
substance thereof to be posted in two public

Walter Corley & als  
14.



places in West Springfield, said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Republican a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the thirtieth day of July the Commissioners met at the time and place appointed and proceeded to view the premises and having viewed the same at which meeting the parties were heard, and after the hearing said Commissioners proceed to consider and adjudicate upon the prayer of said petition and after considering the same said Commissioners did adjudge that the prayer of the petition be granted, as by the report in writing of said view and adjudication on file appears, and said Commissioners thereupon appointed Monday the fifth day of October then next and nine o'clock in the forenoon, at the house of Walter Cooley in said town as the time and place when and where they would meet and proceed to locate and monument the common and the said Commissioners having given notice of the adjudication and the time and place appointed for locating and monumenting said common in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof,) on the said fifth day of October met and proceeded to establish the bounds of said Common as follows to wit:-

Commencing the survey of the South side, at a stone monument at the North Westerly corner of



John Hogan's Home Lot, then running North  
 sixty two and two thirds degrees East forty five  
 rods and twenty one links, to a stone by Lucina  
 Chapin's land. Then North sixty two degrees  
 and twenty five minutes East fourteen rods  
 and four links to a stone by Erin Root's land.  
 Then North sixty four degrees East forty eight  
 rods to a stone. Then North sixty three and a  
 quarter degrees East forty four rods and eleven  
 links to a stone by Edward Parsons's land: - Then  
 North sixty three and a half degrees East eight  
 rods to a stone by said Parsons's land: - Then  
 North sixty three degrees East forty three rods  
 and eleven links to a stone set below the surface  
 of the ground and bearing from the North East  
 -erly corner of Walter Corleys Dwelling House  
 North eight and a half degrees East, forty eight  
 links distant. Then North fifty seven and three  
 quarters degrees East across River Street three  
 rods and sixteen links to a stone set below the  
 surface of the ground and bearing from the  
 North Westerly corner of Lyman Wolcott's Dwell-  
 ing House, South eighty nine degrees West  
 twenty five and three quarter links distant.  
 Then North fifty nine and one sixth degrees  
 East, twenty three rods and one link to a Stone  
 Monument, on the Westerly bank of the Connecti-  
 cut River. And the Survey of the Northerly  
 line commences at a stone Monument, bearing  
 from the Southerly side of the High Water Bench  
 mark on the bank of the Connecticut River,  
 South twenty six degrees West two rods distant  
 then running South sixty one and a half degrees  
 West forty one rods and one link to a stone in  
 line between Mrs. Aaron Day and White's land  
 Then South sixty three degrees and five min-  
 utes West, twenty three rods and twenty four  
 links to a stone at the South West corner of the  
 Burying Ground. # Then South sixty six degrees West  
 thirteen rods and ten links to a stone on the Easterly  
 side of Elm Street near the South West corner of

# Then South sixty two and one twelfth degrees West, eighteen rods to a stone by Robert Williams's land.



Lester Williams land: - Then South Sixty  
 four degrees West, across Elm Street nine rods  
 and eighteen links to a stone, bearing from the  
 South Easterly corner of Ebenezer Ashley's Dwelling  
 House, South sixty East, twenty one links distant  
 Then South forty eight and one third degrees West  
 fifteen rods and seventeen links to a stone: - Then  
 South fifty degrees West, eight rods and twenty  
 one links to a stone in line between Nathan Loomis  
 and J. L. Wortheys land: - Then South fifty one  
 and one third degrees West, six rods and three links  
 to a stone in range of Nathan Loomis' West line. -  
 Then South fifty two and a half degrees West  
 six rods and twenty one links to a stone by Orrin  
 Loomis' land. Then South fifty six degrees West  
 four rods and thirteen links to a stone in line  
 between Orrin Loomis and Orrin Root's <sup>land</sup>. Then  
 South fifty eight and a half degrees West ten  
 rods and ten links to a stone: - Then South  
 Sixty degrees West twenty four rods and nine  
 links to a stone: Then South sixty two and a  
 half degrees West thirty rods and ten links  
 to a stone in line between Henry Dickinson  
 and N. G. Lane's land - Then same course to the  
 Easterly side of the highway Westerly of N. G.  
 Lane's Dwelling House eighteen rods. The County  
 Commissioners hearing heard all persons and  
 corporations interested in relation to damages  
 who expressed a desire to be heard thereon and  
 in the opinion, no person or corporation being  
 entitled to damage, none are awarded.

Nelson D. Parks } County  
 Penning Lescant }  
 Daniel G. Potter } Commissioners

All of which by the report of said Commissioners  
 filed among the proceedings on the aforesaid petition  
 fully appears. And <sup>this case was continued to this term, and</sup> now the said report being read  
 and considered is accepted and the road established  
 as and for a public highway



To the County Commissioners of the County of William S. Knox et al  
Hampden Pet. for discontinuance of highway in Leicester & Blandford

The undersigned respectfully represent that the road leading from the house of William S. Knox in the town of Blandford past Grant Hill School house and intersecting the highway between the house owned by Eli Knox and Thomas Duly in the town of Leicester has become unnecessary on account of a road recently located by your board. Your petitioners therefore pray that you will view the road and locate such discontinuance thereof as the public good may require.

Blandford July 14. 1863.

William S. Knox and others

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the fourth Tuesday of June in the year of our Lord one thousand eight hundred and sixty three. At which meeting the Commissioners, deeming a view of the premises expedient appointed Tuesday the first day of September then next and nine o'clock in the forenoon at the house of William H. Leazell in Leicester as the time and place for viewing the premises; and caused a copy of said petition to be served upon the Clerk of the towns of Blandford and Leicester, being the towns within which such discontinuance is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition containing the substance thereof, to be posted in two public places in said towns; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Republican, a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed



for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested, of the time and place for commencing said view. And on the said first day of September, the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same at which meeting the parties were heard, and after the hearing, said Commissioners proceed to consider and adjudicate upon the prayer of said petition and after considering the same, said Commissioners did adjudge that the prayer of the petition be granted, as by the report in writing of said view and adjudication on file appears and said Commissioners thereupon appointed Thursday the fifth day of November then next and nine o'clock in the forenoon, at the house of William H. Gayell in said Chester as the time and place when and where they would meet and proceed to locate said discontinuance, and the said Commissioners having given notice of the adjudication and the time and place appointed for discontinuing in the same manner as the notice and publication was given and made, and is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof) on the said fifth day of November met and proceeded to discontinue as follows to wit.

Commencing at the Southerly end of the barn belonging to William S. Knox, situated on the westerly side of the highway and northwesterly of the house of said Knox in said town of Blandford, then extending northerly towards Great Hill School House so called until it intersects the road recently located by the County Commissioners through land of said William S. Knox on petition of Franklin W. Dewey and others, and no person or corporation appearing to claim damage and in the opinion of the County Commissioners



none are entitled to damage, none are allowed

Adon D. Parks } County  
Benning Leavitt } Commissioners  
Daniel G. Potter }

All of which by the report of said Commis-  
sioners filed among the proceedings on the  
aforesaid petition fully appears. And this case  
was continued from term to term to this term  
and now the said report being read and  
considered is accepted and the road dis-  
continued as and for a public highway.

The County treasurer is authorized to borrow  
two thousand dollars in anticipation of the  
collection of the County tax and to give the  
note of the County therefor.

County Treasurer  
authorized to borrow

The sum of one thousand three hundred and thirty five dollars is allowed for damages to  
land taken in the location of the highways  
and the same is ordered to be paid from the  
County treasury - as follows.

Petition of Austin Goodyear & others	
Dexter B. Hitchcock	650.00
Russell Ely	250.00
Miles Siskerman	35.00
J. C. Thompson	400.00
	<u>\$1335.00</u>

Sundry accounts against the County being  
now presented for allowance amounting to  
the sum of thirteen thousand six hundred  
and fifty eight dollars and forty eight  
cents are allowed and ordered to be paid from  
the County treasury.



Overseers of Hs. of Correction: Ambrose N. Merrick, Henry J. Leburdell and George Dwight are appointed overseers of the house of correction for the year ensuing.

Allowance to Willbraham

It is ordered that the allowance to the town of Willbraham made at the December meeting 1862 be revoked and it is now ordered that there be allowed to said town the sum of two hundred dollars to be paid from the County Treasury towards the expenses of working the road running from John McLeays through the village of South Willbraham.

County Estimates

Estimated expenses of the County of Hampden for the year A.D. 1864 for which a tax will be required

For payment of jurors to the several courts.	3500.00
" Service of Jurors	200.00
" Officers of Courts	500.00
" Salary of County & Special Commissioners	1600.00
" Land Damage	2000.00
" Sheriff's Jury	100.00
" Publication of Commissioner's Notices	100.00
" Survey of Highways	100.00
" Construction of Roads and Monuments	100.00
Expenses at Jail & House of Correction	
For Provisions	4000.00
" Clothing	1000.00
" Fuel & Lights	1200.00
" Beds & Bedding	200.00
" Salaries at Jail and House of Correction	3000.00
" Repairs " " " " " "	300.00
" Instruction " " " " " "	300.00
" Furniture	100.00
" Discharged Prisoners	50.00
" Medical Attendance	100.00
" Completing House of Correction	5000.00



Expenditures at Court House.	
For Messengers to the Courts	600.00
" Clerk of Courts	300.00
" Record Books & Stationery	700.00
" Repairs	100.00
" Fuel & Light	250.00
" Salaries of Sheriff & Treasurer	1600.00
" Examiners of Accounts	27.00
" Legal Expenses.	100.00
" Liqueurs	300.00
" Criminal Costs	8500.00
County indebtedness for Orders drawn & estimated on treasurer	5400.00
	<u>\$41327.00</u>
Deducting the balance in Treasury	11213.18
	<u>\$30113.82</u>
The tax asked for will be	30000.00

Benjamin Leavitt }  
 Daniel G. Potter } County  
 Chas C. Wright } Commissioners.

Charles R. Ladd, Esquire, County Treasurer  
 presented his account which was examined  
 and allowed by the County Commissioners.

County Treasurers  
are permitted

Hampton S.D. March 15. 1864.

Judgment is entered up according to  
 reports &c and all matters not acted upon  
 are ordered to be continued and this meeting  
 is adjourned without day

Attest.

God P. Morris Clerk



Commonwealth of Massachusetts  
Hampden Co.

At a meeting of the County Commissioners begun and holden at Springfield within and for the County of Hampden on the second Tuesday of April being the twelfth day of said month and by adjournment on the seventeenth day of May in the year of Our Lord one thousand eight hundred and sixty four.

Present Benjamin Leavitt

Daniel G. Potter

Charles C. Wright

County

Commissioners

Ira Lemans Jr. of  
Pet. to reverse proceeding

2.

To the County Commissioners of the County of Hampden  
Shews Ira Lemans Jr. of Westfield in said County that one Owen Parks and others presented to the County Commissioners of said County, at a meeting held at Springfield in said County on the fourth Tuesday of June A.D. 1856, a petition setting forth "that the public highway from David Wheelers in said Westfield passing Ira Lemans and under the W. R. R. Bridge to the highway from Great River Bridge to W. R. R. Depot is narrow, without monuments and encroached upon by the owner of land. Also the fordway across Great River from said R. R. Bridge to the house of H. C. Clark is encroached upon and without monuments or meters. Also the highway from the corner of the road near Caleb Williams passing Ira Lemans Jr. and H. & D. R. Road to the of Powder Mill hill West of Thomas Donovan's house is narrow, indirect and inconvenient and without monuments. Also the highway from Ira Lemans Jr. in said Westfield passing Clay Hill Brook to the top of Clay Hill near the house of Peter Farrow is narrow, without monuments and more crooked than the public convenience requires, and praying said Commissioners the view the premises and indeed straighten and establish monuments or new locate said roads and make such alterations and repairs



as they might deem advisable. And such proceedings were had upon said petition that at a meeting of said Commissioners on the twenty second day of December A.D. 1857 they adjudged that the several roads mentioned in said petition should be located anew and monumented and they proceeded to locate the same as follows viz:

1. Upon the first portion of the petition - Commencing at a stone monument on the Southernly side of Union Street at a point in range with the Westerly end of Col. David Maseley's dwelling house, then running North eighty one and three quarter degrees West twenty two rods and nine links to a stone, then North eighty eight and a half degrees West sixty rods and six links to a stone at the Northwesterly corner of Ira German's land, then South, sixty six and a quarter degrees West, six rods and twenty four links to a stone, then South  $45^{\circ}10'$  West 13 rods and 20 links to a stone at the Southwesterly corner of Ira German's garden, then South  $43^{\circ}$  West across the Western R. Road, 15 rods and 14 links to a stone standing 13 links Southernly and  $5\frac{1}{2}$  links Westerly of the Northwesterly corner of the dwelling house known as the old Frederick Morgan house, then North  $77^{\circ}42'$  West on the Southernly side of the old Pockassie road thirteen rods and 3 links to a stone monument on the Easterly side of the Northampton road  $4\frac{1}{2}$  feet Northerly of the Northwesterly corner of the Kitchum Block in range of the Westerly end. the lines are run on the Southernly or left hand side of said highway and the same is located three rods wide, and on the right hand side of the survey and monuments.

3. On the third portion of the petition the Commissioners located as follows viz. Commencing at a stone monument on the Westerly side of the



Montgomery road on land of James Mosely near the foot of Powder Mill Gate Hill, then running South  $22^{\circ}$  East 110 rods to a stone near land of Roland Sacket, then South  $15\frac{1}{2}^{\circ}$  East, 42 rods and 6 links to a stone by the side of the Westery fence on the road leading from the Montgomery road to Westfield Depot by the house of Noadiah Osworth, in front of Franklin Brass dwelling house, the lines run thus far are in the center of the highway and the monuments are set on the Westery or right hand side of the highway at the distance of one and a half rods as run, the highway being laid three rods wide. From the last named monument Southerly to a stone near the Northwestly corner of Elisha P. Parks land, the highway is bounded and described by an Easterly and Westery line as follows, viz: The Westery or right hand line commences at the monument in front of Franklin Brass dwelling house, then running South  $19\frac{3}{4}^{\circ}$  East 4 rods & six links to a stone at the Northwestly corner of the School House lot, then South  $38^{\circ}$  East, 3 rods & 2 links to a stone at the Northeastly corner of the School House lot, then South  $13\frac{1}{2}^{\circ}$  East 32 rods & 13 links to a stone, then South  $8^{\circ} 20'$  West, 11 rods & 23 links to a stone, then South  $44^{\circ} 20'$  East 7 rods and 10 links to a stone near the Northwestly corner of Elisha P. Parks land. And the Easterly or left hand line commences at the monument in front of Franklin Brass house, then running North  $74\frac{1}{2}^{\circ}$  East 3 rods to the Easterly side of the road, then South  $15\frac{1}{2}^{\circ}$  East one rod and 14 links to a stone, then South  $32\frac{1}{2}^{\circ}$  East 16 rods to a stone standing South  $15^{\circ}$  East from the Southeastly corner of said Brass dwelling house 118 links distant. Also from the center of a large maple tree in front of said Brass house South  $7^{\circ}$  West, 101 links distant. At this point the highway is 6 rods & 14 links wide at right angles with the Westery side of the road, then South  $67^{\circ}$  East



one rod to a stone, then South  $17^{\circ}$  East 18 rods  
and 20 links to a stone on the Westerly side  
of the Hampshire & Hampden Railroad  
then South  $15^{\circ}$  West, 12 rods along said  
Rail Road to a stone, then South  $22\frac{1}{2}^{\circ}$  West  
four rods & 22 links along said Rail Road  
to a stone - then South  $9^{\circ}$  East 3 rods & 9 links  
across said rail road to a stone. At this point  
the highway is 3 rods wide, then South  $44^{\circ} 20'$   
East 2 rods & 15 links, then South  $45^{\circ} 40'$   
West 3 rods to a stone on the Southwesterly  
side of the highway near the Northwesterly  
corner of Elisha P. Parks' land, the highway  
described by the aforesaid Easterly and West-  
erly lines embraces all the land lying within  
said lines. Then running from the monu-  
ment near the Northwesterly corner of said  
Parks land, South  $44^{\circ} 20'$  East 11 rods and  
 $2\frac{1}{2}$  links to a stone, bearing from the North-  
westerly corner of the underpinning of  
E. P. Parks' dwelling house, North  $17^{\circ} 10'$   
East  $17\frac{1}{2}$  links, then South  $43^{\circ} 50'$  East 3  
rods & 10 links to a stone standing 16 links  
Northerly of a point in range of the Northerly  
projection of the underpinning of E. P. Parks'  
dwelling house North  $17^{\circ} 10'$  East  $17\frac{1}{2}$  links -  
then South  $43^{\circ} 50'$  East 3 rods & 2 links to  
a stone standing 16 links of a point in range  
of the Northerly projection of the underpinning  
of E. P. Parks' dwelling house for the last  
two courses and distances the highway is  
3 rods wide - then South  $41\frac{3}{4}^{\circ}$  East across  
Northampton road 7 rods & 14 links to stone  
standing 14 links from the Northwesterly  
corner of Samuel Smith's dwelling house  
The highway for this course and distance  
is 3 rods wide at the commencement and 3  
rods and 18 links wide on the Easterly side of  
the Northampton road, and 3 rods and four links  
at the end of the course, then South  $40^{\circ}$  East  
one rod and 7 links to a stone standing 16 links



from the Northeastly corner of said Lemuel Smith's house in range of the Easterly side; the highway for this course and distance is 3 rods & 4 links wide at the commencement, and 3 rods wide at the end, then South  $34\frac{1}{4}^{\circ}$  East 2 rods and 3 links to a stone at the Northeastly corner of said Smith's house lot, the highway for this course and distance is 3 rods wide, then South  $15^{\circ}$  West 19 links to a stone, the highway for this course and distance is 3 rods wide at the commencement and five rods wide at the end measuring in range of and to a stone monument on the Northerly line of Union Street. Then South  $24\frac{1}{4}^{\circ}$  West one rod and three links to a stone, the highway for this course and distance is 5 rods wide at the commencement and 3 rods wide at the end, and the remaining part of the highway is 3 rods wide. then South  $46^{\circ}$  West three rods & 3 links to a stone at the Southeastly corner of Lemuel Smith's house lot. then South  $48\frac{3}{4}^{\circ}$  West one rod & 23 links to a stone on the Easterly side of the road leading under the Western Rail Road Bridge. From the monument near the Northwestly corner of E. P. Parks' land to the junction with Union Street, and the road leading under Western Rail Road Bridge, the survey was made on the Southerly side of the Highway.

4 On the fourth and last portion of the petition aforesaid, viz: That part which relates to lay Hill Road, the Commissioners located as follows viz- Commencing at a stone monument on the Southerly side of the road near the junction of the Cabot road with the Southampton road bearing from the guide post standing between the said Cabot & Southampton roads, South  $70^{\circ} 50'$  West 2 Rods & 18 links, then running North  $87\frac{3}{4}^{\circ}$  West 18 rods and eleven links to a stone, the line run on this course is in the center of the location and the monuments are set on the Southeastly or left hand side at the distance of one and a half rods



from the line as run, then South  $80\frac{3}{4}^{\circ}$  West  
4 rods & 4 links to a stone then South  $61\frac{1}{2}^{\circ}$  West  
4 rods & 14 links to a stone, then South  $47^{\circ}$  West  
25 rods & 22 links to a stone, then South  $61^{\circ}$  West  
6 rods & 23 links to a stone. Then South  $71^{\circ}$  West  
7 rods & 5 links to a stone then South  $54^{\circ}$  West  
2 rods & 4 links to a stone, then South  $35\frac{1}{4}^{\circ}$  West  
2 rods to a stone, then South  $14\frac{1}{4}^{\circ}$  West 16 rods and  
5 links to a stone monument on the Easterly  
side of the highway bearing from the center of  
an Elm tree standing near the Westerly side  
of the highway and near the bank of the brook  
on land of Winthrop Miller South  $79\frac{3}{4}^{\circ}$  East  
86 links; thus far the lines except the first  
course and distance are run on the Easterly  
or left hand side of the highway; at the end  
of the last course there is a monument on  
either side of the highway near the brook, &  
the remaining part of this survey is on the  
Westerly side of the highway. Therefore  
said Westerly monument, South  $18\frac{1}{2}^{\circ}$  West  
across Sackett's brook 19 rods to a stone, then  
South  $27\frac{1}{2}^{\circ}$  West 6 rods to a stone, then South  
 $48^{\circ} 20'$  West 119 rods and 6 links to a stone  
monument, bearing from the South-easterly  
corner of Ira Seaman's Jr's dwelling house  
(underpinning) South  $12\frac{3}{4}^{\circ}$  East 55 links,  
all the foregoing highway is located 3 rods  
wide.

2. And as to the second part of said peti-  
tion & Fordway therein described, evidence  
was introduced, which the Commissioners  
adjudged, tended to show, and which proved  
to the satisfaction of the Commissioners that  
the inhabitants of the town of Westfield had  
acquired by prescription or long use a right  
to and across the river in the place referred  
to in said petition, and the Commissioners  
accordingly surveyed and set up monuments  
to mark the same, as they adjudged the evidence  
showed it had been used by said inhabitants, as



follows, viz: Beginning at a stone monument standing on the Southerly side of the old Pockassie road 47 links Westerly of a stone monument standing  $5\frac{1}{2}$  links Westerly end of the old Frederic Mungan house and also 73 links from the South-easterly corner of the Westerly abutment of the Western Rail Road Bridge, then running South  $42\frac{1}{4}^{\circ}$  West two rods to a stone, then South  $29\frac{1}{2}^{\circ}$  West 4 rods to a stone; for these two courses the way is two rods wide, then South  $7^{\circ} 10'$  West in range of a stone 4 rods Southerly of the commencement of this course 7 rods & 11 links to a point near the water's edge. The way for this course and distance is two rods wide at the commencement and four rods wide at the end, measured at right angles with the line as run at the end of the course, then South  $8^{\circ} 40'$  West across the river 11 rods & 12 links to a stone, then South  $50^{\circ}$  West 9 rods & 11 links to a stone, then the same course 3 rods to a stone, then South  $54^{\circ}$  West 5 rods & 7 links to a stone, then the same course 3 rods and 9 links to a stone monument on the Northerly side of Meadow Street, said stone stands North  $17^{\circ} 20'$  East 122 links distant from the Northwesterly corner of H. C. Clark's brick dwelling house, also North  $36^{\circ}$  West 117 links distant from the South Westerly corner of Widow Fox's dwelling house, and all parts of said way the width of which is not herein before specified is 4 rods wide, the survey being made and the monuments set on the Easterly or left hand side of the same, the last course and distance being 3 rods wide at the end, with straight side lines to all the courses.

And the Petitioner avers that portions of his land were taken and inclosed in the said highway and fordway, and no compensation was awarded him for the land so taken; and that the line so run by said Commissioners took and enclosed land of your petitioner, which had never before



been in public use or occupied by the public as highways or fordways; that said highways and fordway as newly laid out and located between the several termini are not laid in the best manner for the use of the public, but are expensive and detrimental to the public interest of individuals.

Wherefore your petitioner prays that a jury may be summoned to revise and alter the locations of said highways and fordways between the several termini of each and to assess such damages as your petitioner has sustained by reason of the premises.

Ara Lemans Jr.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the second Tuesday of April in the year of our Lord one thousand eight hundred and fifty eight and this case was continued from meeting to meeting to the meeting of the County Commissioners holden on the first Tuesday of October in the year of our Lord one thousand eight hundred and sixty one at which meeting the following certificate was received.

Hampden S. S.

Sup. Jud. Court  
September Term 1861

In the case of Ara Lemans Jr vs al certainors vs The County Commissioners of Hampden County. It is ordered by the Court that the proceedings upon the petition of Ora Parks & others presented to said Commissioners on the fourth Tuesday of June A. D. 1856 be quashed.

Attest

Geo. B. Morris Clerk.

And this case is continued from meeting to meeting to this meeting and now it appearing by an order from the Supreme Judicial Court



heretofore presented that the proceedings of the County Commissioners upon the petition of Owen Parks finished at the December meeting of the Commissioners A.D. 1857 are quashed. It is therefore ordered that a memorandum of the adjudication of said Supreme Judicial Court be entered upon the records of the Commissioners and that the petition of Ira Seamans & others to reverse proceedings be dismissed.

Samuel Kellogg  
Pet. for a jury

To the Honorable County Commissioners of the County of Hampden

Samuel Kellogg of Southwick in said County complaining, respectfully represents that on the seventh day of April last he was and ever since has been the owner of certain lands with a dwelling house thereon situate in said Southwick (Loomis Street so called) - that on said seventh day of April last, said town of Southwick discontinued the following road situate and being in said town of Southwick (Loomis Street so called) - and being the road leading from said petitioner's house to the house occupied by Michael Malony upon which road the lands of your petitioner abutted, viz, about seventy rods on the South side of said road and about fifteen rods on the South side of the same and that the house occupied by said Malony at the time of said discontinuance, and at the time of making this petition was and now is the property of your petitioner and by reason of said discontinuance said house is cut off from any road; that the Selectmen of said town though requested have not awarded your petitioner any damages for the injury your petitioner has sustained to said lands and house by reason of said discontinuance - and your petitioner is aggrieved & that lands and house aforesaid diminished in value and the property aforesaid damaged. Wherefore your petitioner prays your honorable



board that a jury may be summoned to  
determine the matter of his complaint &  
the damages to which he may be entitled.  
April 6<sup>th</sup> 1863

Samuel Kellogg

By H. Fuller his Attorney.

The foregoing petition was entered at a  
meeting of the County Commissioners holden  
at Springfield within and for said county on  
the second Tuesday of April in the year  
of Our Lord, one thousand eight hundred  
and sixty three at which meeting it was  
ordered as follows

Commonwealth of Massachusetts.  
Hampden Co.

County Commissioners  
Meeting, April 1863.

Upon the foregoing petition it is now ordered  
that the petitioners cause notice to be given to  
the said Inhabitants of the said town of South-  
wick of the pendency of said petition by serving  
them with an attested copy of said petition  
and this order thereon thirty days at least before  
the next regular meeting of said Commissioners  
to be holden at Springfield on the fourth  
Tuesday of June next that they may then and  
there appear and show cause why the prayer  
of said petition should not be granted

Attest Geo B. Morris Clerk.

And this case was continued from meeting  
to meeting to this meeting, and now the  
petition is dismissed.

The County Treasurer is authorized to borrow six  
thousand dollars in addition to the sum of two  
thousand dollars authorized at the last meeting  
in anticipation of the collection of the county  
tax and to give the note or notes of the county  
therefor

County Treasurer  
authorized to borrow



Allowance to Agawam

It is ordered that the sum of seventy five dollars heretofore allowed the Town of Agawam at the December Meeting 1859 for expenses in constructing the highway upon the petition of Heinsdale Smith & others be paid to the said town

County Tax

In conformity with a resolve of the General Court granting a tax of thirty thousand dollars for the County of Hampden the same is apportioned upon the several towns in said County in manner following

County Tax

Agawam	791.93	Montgomery	186.33
Blandford	614.91	Palmer	1481.37
Brimfield	782.61	Russell	251.55
Chester	549.69	Southwick	680.12
Chicopee	3316.77	Springfield	9568.32
Granville	540.37	Tolland	316.77
Holland	186.33	Wales	335.40
Holyoke	2366.46	Westfield	3111.80
Longmeadow	987.58	West Springfield	1136.65
Ludlow	531.06	Wilbraham	989.58
Monson	1276.40		
			30,000.00

And warrants have been issued dated the thirtieth day of May A.D. 1864, directed to the Selectmen or Assessors in the several towns in the County directing them to assess the same upon the Inhabitants of their respective towns and requiring their Collectors or Constables to collect the same and pay the same to Charles R. Seadd, Esq. County Treasurer or his successor or order by the last day of August ensuing as the law directs

The following licenses are granted.  
 H. H. Parks is licensed as an Innholder at the Monson Hotel, Monson.  
 Gilbert Nye is licensed as an Innholder at North Blandford



at his hotel.

Oliver Kieny is licensed as an Innholder in Holland

Sundry accounts against the County being now presented for allowance amounting to the sum of three thousand eighty five dollars and ninety one cents are allowed and ordered to be paid from the County treasury.

Hampden Co. May 17, 1864.

Judgment is entered up according to reports &c and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest

Geo M. Ward Clerk



Commonwealth of Massachusetts.  
Hampden Co.

At a meeting of the County Commissioners begun and holden at Springfield within and for the County of Hampden on the fourth Tuesday of June being the twenty eighth day of said month and by adjournment on the twentieth day of July, and by adjournment on the twenty second day of August and by adjournment on the twelfth day of September in the year of our Lord one thousand eight hundred and sixty four

Present Benning Leavitt }  
Daniel G. Potter } County  
Charles C. Wright } Commissioners

Citation to town  
of Agawam  
10.

The Inhabitants of the town of Agawam having been cited to appear at the meeting of the County Commissioners holden at Springfield in said County on the fourth Tuesday of June in the year 1863, to show cause why a warrant should not issue against said town for the payment of the costs of the proceedings on the petition of Elijah D. Allen and others for widening and altering a town way in said town of Agawam and for the payment of the charges and expenses of completing said town way, said inhabitants appeared at said meeting and the proceedings against them were duly entered at said meeting held as last aforesaid and were continued from meeting to meeting to this meeting and now the costs on said petition of E. D. Allen and others having been paid the proceedings against said inhabitants of Agawam are dismissed.

A. N. Merrick & als.

Pet. for discontinuance

Highway in Brimfield

16

To the County Commissioners of the County of Hampden  
Respectfully represent the undersigned that all that portion of the old highway running through the Merrick farm so called in Brimfield is no longer required for public travel and should be discontinued



from the house east to a point where it is intersected by the new road. Wherefore your petitioner prays that you will proceed to view said highway and discontinue the same or such portions of it as you may deem the public interest require

Springfield May 17. 1864.

A. N. Merrick & others

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the Second Tuesday of April in the year of our Lord one thousand eight hundred and sixty four at which meeting, the Commissioners, deeming a view of the premises expedient, appointed Thursday the thirtieth day of June then next and nine o'clock in the forenoon, at the house of A. N. Merrick in Springfield as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Springfield being the town within which such discontinuance is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Palmer Journal, a newspaper published in said County said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said thirtieth day of June the Commissioners met at the time and place appointed, and proceeded to view the premises,



and having viewed the same the Commissioners then determined to hear the parties at the same time of said view; and having heard the parties said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition and after considering the same, said Commissioners did then and there adjudge that common convenience and necessity require that the prayer of the petition be granted as by the report in writing of said view and adjudication on file appears. And after adjudicating as aforesaid and no person appearing to object, proceeded to discontinue as follows, to wit:

Commencing in line with the East end of the said Merrick house situated on the North-easterly side of the said highway and running Easterly about rods until intersecting the new or present traveled highway. And no person or Corporation appearing to claim damage and in the opinion of the County Commissioners none are entitled to damage none are allowed.

Benning Leavitt }  
Daniel G. Potter } County  
Charles C. Wright } Commissioners

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition <sup>this case is continued to the next meeting and</sup> fully appears. And now the said report being read and considered is accepted and the road discontinued as and for a public highway.

Physician at House of  
Correction

H. L. Stickney M. D. is appointed physician at the jail and house of correction for one year from the first day of July at a salary of one hundred dollars a year payable quarterly the said Stickney to furnish all medicines

Chaplain at House of  
Correction

The Rev. Moody Kemington is appointed Chaplain at the jail and house of correction for the year ensuing.



The sum of twenty dollars is allowed for  
damages to land taken in the location of highways  
and the same is ordered to be paid from the County  
treasury. On the petition of John S. Beebe & other  
Alden Davis twenty dollars \$20.00

Land Damages

Sundry accounts against the county being  
now presented are allowed amounting to the  
sum of five thousand five hundred and thirty  
dollars and thirteen cents and are ordered to be  
paid from the County treasury.

Accts. ad<sup>d</sup>

Hampden S. S. September 12, 1864.

Judgment is entered up according to  
reports &c and all matters not acted upon  
are ordered to be continued and this meeting  
is adjourned without day.

Attest

Geo. Morris Clerk



Commonwealth of Massachusetts  
Hampden Co.

At a meeting of the County Commissioners begun and holden at Springfield within and for the County of Hampden on the first Tuesday of October being the fourth day of said month and by adjournment on the nineteenth day of said month and by adjournment on the second day of November and by adjournment on the twenty second day of said month of November and by adjournment on the thirtieth day of December and by adjournment on the twentieth day of December in the year of Our Lord one thousand eight hundred and sixty four

Present Benjamin Leavitt Esq }  
Daniel G. Potter } County  
Charles C. Wright } Commissioners

Warren R. Holcomb To the Honorable County Commissioners for the  
Pet. for a jury County of Hampden

Your petitioner respectfully represents that the Selectmen of Montgomery in the County aforesaid recently laid out and located a private way in said town beginning at the Highway Southeast of Wosham Meathes near Bearden Brook so called and ending at land owned by the Western Rail Road Corporation across the land of one Hally Clark and land of your petitioner, on the petition of Lewis J. Allyn and others and for the use of said Allyn, Abner More, James Squire, Peter McCulla and Augustus A. More, inhabitants of said town and their heirs and assigns; that your petitioner is owner in fee simple of that part of the land in petitioner's possession over which said way passes and the remainder and that the land over which said way passes and the remainder of said land is the same land occupied by petitioner as a homestead. That your petitioner feels aggrieved at the estimate



and appraisal of damages assessed by said Selectmen for the damages sustained by your petitioner by reason of the location of said way, and the incidental damages to the remainder of his land above described in the free and uninterrupted use of the same.

Your petitioner therefore respectfully asks that a jury may after proper proceedings be called out to assess the damages of your petitioner in the premises

Hartganery Nov 13<sup>th</sup> 1861.

Warren R. Holcomb.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said county on the first Tuesday of October in the year of Our Lord one thousand eight hundred and sixty one and this case was continued from meeting to meeting to this meeting and now it is ordered by the County Commissioners that this petition be dismissed

To the County Commissioners of the County of Hampden The Mayor & Aldermen  
Respectfully represent your petitioners the Mayor of Springfield, Petition  
and Aldermen of the City of Springfield in said the alteration of the  
County, that Samuel Harris of said city is the dam of Samuel Harris.  
owner of a Mill pond, situate in said Springfield.  
field, on a tract of land at the intersection of  
Spring Street, and the land of the Western  
Rail Road Corporation, which tract of land  
lies next East of said Street, and next South  
of the land of said Corporation, that the dam  
of said pond and the buck-head of said dam  
is not sufficiently strong and substantial  
to resist the action of the water of said pond,  
under any circumstances which may reason-  
ably be supposed to exist and that by reason of  
the weakness of said dam there is danger that  
the same may be broken by the action of the  
water thereon and to the damage of the street of

6.



said city in the vicinity of said pond.

Wherefore your Petitioners pray that after due and legal notice to the said Samuel Harris of the time and place to view and examine said decree, that you would view said dam, and examine the same and after the said Harris has had an opportunity to be heard before you of this petition, determine and direct what alterations and additions are required to make said dam permanent and deep.

J. C. Bemis - Mayor

E. W. Bond

H. Gray

H. S. Case

Horace Smith

H. J. Creans

Horace Kibbe

Thos. W. Mason

Wm. Smith

Aldermen

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the fourth Tuesday of December in the year of our Lord one thousand eight hundred and sixty one at which meeting "It is ordered that the petitioners cause notice to be given to the said Samuel Harris that the County Commissioners will meet at the Court House in Springfield in said County on Tuesday the fourth day of February next at one o'clock in the afternoon for the purpose of viewing and examining said dam by serving him with an attested copy of said petition and of this order of the County Commissioners thereon fourteen days at least before the said fourth day of February that he may then and there appear and be heard"

By the Commissioners

Geo B. Morris Clerk.

And this case was continued from meeting to meeting to this meeting and now it is ordered by the County Commissioners that this petition be dismissed.



To the County Commissioners of the County of Hampshire Selectmen of Westfield  
Respectfully represent the undersigned Selectmen Pet. for alteration of  
of the town of Westfield in said County that the highway in West Springfield  
highway leading from the Westfield town line  
near Morley's bridge easterly to the house of  
Alvin Libby in West Springfield in said County  
is unsafe for the public to travel upon, that said  
highway crosses the Western Rail Road twice  
within said distance on a level therewith,  
rendering it dangerous to the life and limbs  
of persons travelling on said highway and  
that in the opinion of your petitioners said  
highway can be so altered as to pass the  
Southernly side of the Western Rail Road the  
whole distance from said Westfield line to  
the dry bridge on said rail road, thus avoid-  
ing both of said crossings, and that said  
highway between said termini is crooked  
narrow and unsafe, and that the grade  
thereof in various places needs altering by  
raising and lowering the same as the wants  
of the community may demand. Your petition-  
ers therefore represent that the common  
convenience and necessity require, that said  
highway between said termini should be  
changed by commencing at or near said Westfield  
town line and then running the Southernly  
side of said rail road to a point on said high-  
way between the rail road at the rock cut  
and said dry bridge or that a new highway  
may be laid out and established between said  
termini. Wherefore your petitioners pray that  
you will proceed to view said premises and  
locate the said highway or make such altera-  
tions as you may deem the public interest may require  
Westfield November 4th 1862

L. C. Gillett } Selectmen  
Wm. Proin }  
R. Leominis } of Westfield

The foregoing petition was entered at a meeting of  
the County Commissioners holden at Springfield



within and for said County on the first Tuesday of October in the year of our Lord one thousand eight hundred and sixty two, at which meeting the Commissioners, deeming a view of the premises expedient, appointed Saturday the sixth day of December then next and nine o'clock in the forenoon, at the house of Abner Sibley in West Springfield as the time and place for viewing the premises and caused a copy of said petition to be served upon the clerk of the town of West Springfield & also upon the Western Rail Road Corporation, said town being the town within which such alterations are prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Republican, a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested, of the time and place for commencing said view.

And on the said sixth day of December, the Commissioners met at the time and place appointed and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the same time of said view; and having heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition, and after considering the same, said Commissioners did then and there adjudge that common convenience and necessity require that the prayer of said petitioners be granted.

Henry Fuller }  
 Nelson D. Parks } County  
 Benjamin Leandt } Commissioners



As by the report in writing of said view and adjudication on file appears. And this case was continued from meeting to meeting to the meeting of the County Commissioners holden at Springfield within and for said County on the second Tuesday of April in the year of our Lord one thousand eight hundred and sixty three at which meeting it was ordered that notice be given to all persons and corporations interested therein that said Commissioners will meet at the dwelling house of Alvin Hibley in West Springfield on Tuesday the sixteenth day of June next at nine o'clock in the forenoon for the purpose of locating said highway by publishing an abstract of said petition and this order thereon, in the Springfield Republican, a public newspaper printed in said County, three weeks successively, the last publication to be fourteen days at least before the said sixteenth day of June. And it is further ordered by the County Commissioners, that the Sheriff of said County or his deputy serve the clerk of the town of West Springfield, and also the Western Rail Road Corporation with a copy of said petition and this order, thirty days at least - and post up abstracts containing the substance thereof in two public places in said town of West Springfield fourteen days at least before the said sixteenth day of June at which time the said Commissioners will proceed to locate as aforesaid and will hear all persons and corporations interested therein, who may then and there desire to be heard, and assess such damages as in their opinion may be just and proper, by reason of the location of said road or alterations.

And this case was continued from meeting to meeting to this meeting and now it is ordered by the County Commissioners that this petition be dismissed.



Hiram Newton & also  
Pet. for a new location  
of highway in Monson

11

To the County Commissioners of the County of Hampden  
We the subscribers, Inhabitants of the town of  
Monson would respectfully represent that the  
old turnpike road, so called in Monson has been  
encroached upon by erecting parts of buildings  
upon said turnpike road. Believing the public  
good requires that said road should be located  
anew or that the line of said road should be estab-  
lished and defined. We therefore pray your honors  
to view and establish said road commencing at  
the South East corner of Rice S. Munn's house  
and running Northerly as far as Foster Pepper's  
house and from thence Northerly until crossing  
the Barnfield and Wilbraham road, North of  
Jacob Thompson house, and as in duty bound  
will ever pray.

Hiram Newton & others.

Monson October 12<sup>th</sup> 1863.

The foregoing petition was entered at a meeting  
of the County Commissioners holden at Spring-  
field within and for said County on the first  
Tuesday of October in the year of Our Lord one thous-  
and eight hundred and sixty three, at which  
meeting the Commissioners, deeming a view of the  
premises expedient, appointed Wednesday the  
18<sup>th</sup> day of November then next and 9 o'clock in  
the forenoon, at the house of Hiram Newton in  
Monson as the time and place for viewing the prem-  
ises; and caused a copy of said petition to be  
served upon the clerk of the town of Monson being  
the town within which such locating anew is  
prayed for, thirty days at least before the time ap-  
pointed for said view; and also caused abstracts  
of said petition, containing the substance thereof, to  
be posted in two public places in said town; and also  
gave notice to all persons interested by causing a copy  
of said petition to be published three weeks succes-  
sively in the Springfield Republican a newspaper  
published in said County, said posting and the  
last publication of said copy having been fourteen  
days at least before the time appointed for said view.



and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested of the time and place for commencing said view. And on the said 18<sup>th</sup> day of November the Commissioners met at the time and place appointed and proceeded to view the premises and having viewed the same the further consideration thereof was deferred till the next regular meeting of the Commissioners, held at Springfield aforesaid, on the fourth Tuesday of December then next at which meeting the parties were heard, and after the hearing, said Commissioners proceeded to consider and adjudicate upon the prayer of said petition, and after considering the same, said Commissioners did adjudge that the public convenience and necessity require that such road should be located anew and that the line of said road should be established and defined, as by the report in writing of said view and adjudication on file appears, and said Commissioners thereupon appointed Tuesday the 26<sup>th</sup> day of April then next and nine o'clock in the forenoon, at the house of Herman Newton in said Monson as the time and place when and where they would meet and <sup>to locate</sup> proceed, and the said Commissioners having given notice of the adjudication and the time and place appointed for location in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof) on the said 26<sup>th</sup> day of April met and proceeded to locate as follows

Commencing at a stone monument near the dwelling house of R. L. Munn in Monson and running North 3 degrees West 542 feet to a stone



monument on the North side of the stone bridge the width of road between the two stations to be 54 feet. Then from a stone monument on the East and opposite side 54 feet from the last mentioned monument North three degrees West 1186½ feet to a stone monument in front of the dwelling house belonging to the heirs of Willard Willis then North 28 degrees West 422 feet to a stone monument, then North 30° 5' 60 degrees West 1994½ feet to a stone monument at the corner of a bank wall in front of Monson Academy, then North 31½ degrees West 266 feet to a stone monument near the South East corner of Rail Road bridge, then North 38 degrees West 167 feet, then North 32½° West, making an angle of 3½ degrees to the right 50 feet to stone monument, then North 29 degrees West making an angle of 3½ degrees to the right 50 feet, then North 25 West making an angle of 3½ degrees to the right 50 feet then North 13 degrees West making an angle of 11½ degrees to the right 50 feet, then North 3 degrees East making an angle of 16 degrees to the right 68 feet, then North 9 degrees East making an angle of 6½ degrees to the right 50 feet, then North 11½ East making an angle of 2¼ degrees to the right 68 feet then North 20¾ degrees East making an angle of 8° 5' 60 degrees to the right 280 feet to the South West corner of the upright part of Stephen Tobys store. Then North 40 degrees East 114½ feet to a stone monument at a point 66 feet opposite the South East corner of Foster Peppers Dwelling house, then North 25¾ degrees East 333 feet to a stone monument, the width of road from Station No 2. to this monument is 66 feet, then North 21¼ East 827 feet to a stone monument the width of road at this monument 54 feet - then North 27¾ degrees East 221 feet to a stone monument, width of road 54 feet, then North 36 degrees East 650 feet to a stone monument the width of road at this monument, 66 feet. The lines are run on the Easterly or right hand



side of the road and the stone monuments to mark the termini and angles are set on that side.

And it is ordered that the several owners over which this road is located have until the first day of May A.D. 1865 to remove their wood, timber fences trees buildings or standing or lying within the limits of the above described location.

The County Commissioners hearing heard all persons interested in relation to damages who expressed a desire to be heard have adjudged that the following sums be paid to the several persons hereafter named in full compensation for all damages which they will sustain by the locating and straightening of the aforesaid highway.

To Matthew Sut Cliff	three hundred & fifty dollars	\$350.00
" Lucius T. Newton	five hundred & fifty "	550.00
Total		\$900.00

One third of this sum (viz 300 dollars) to be paid by individuals benefited thereby and one third (viz 300 dollars) by the town of Monson and one third (viz 300 dollars) by the county.

Also the County Commissioners have adjudged

To Foster Pepper	sixty seven dollars	\$67.00
" A. A. White	eight "	8.00
" Mrs J. C. Thompson	five "	5.00
" Dr Alvin Smith	twenty "	20.00
		\$100.00

Daniel W. Potter Esq. County Commissioner being disqualified by reason of residence from acting in this case, Samuel M. Bliss Esq. one of the Special Commissioners was notified and acted in his place

Benning Leavitt } County  
Charles C. Wright } Commissioners

Samuel Bliss, Special Commissioner

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appear. And this case was continued from meeting to meeting to this meeting, and



now the said report being read and considered is accepted and the road established as and for a public highway.

W.B.C. Pearsons & als  
Pet. for a ferry  
between Holyoke &  
Chicopee at  
Willimansett

12

To the County Commissioners of the County of  
Hampden.

Respectfully represent the subscribers, inhabitants of said County that public convenience requires that a ferry be established on the Connecticut River between the town of Chicopee at a point about forty rods below the rail road bridge at Willimansett and the town of Holyoke and that Henry W. Holmes of Springfield in said County is a suitable person to be licensed to keep such ferry and receive pay for the use thereof. Wherefore they pray that the said Henry W. Holmes be licensed to keep such ferry, for such time as to the Commissioners shall seem proper and that said Commissioners establish the fares and tolls at such ferry for passengers horses, carriages and other things there transported

W. B. C. Pearsons & others.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the first Tuesday of October in the year of our Lord one thousand eight hundred and sixty three and this case was continued from meeting to meeting to this meeting and now it is ordered by the County Commissioners that this petition be dismissed.

A. S. Brown & als  
Pet. for discontinuance  
of highway in Granville

13.

To the County Commissioners of the County of Hampden.  
Respectfully represent the undersigned, citizens and legal voters of the town of Granville in said County, that your honorable board have on the petition of Wm A. Baldwin and others located a highway in said town of Granville aforesaid, commencing at or near the dwelling house of Alfred Deans on the North side of the road leading from East to West Granville



to the westerly side of the road near the North  
lane school house. That said highway has  
never been worked, and in the opinion of the  
undersigned, the public convenience and  
necessity do not require that the same should  
be worked, but that the public convenience  
and necessity require that said highway  
located as aforesaid should be discontinued.

They therefore pray your Honorable board  
to view said highway at your earliest conven-  
ience and to discontinue the same, and in duty  
bound will ever pray.

Granville Feb. 5. 1864 R. S. Brown & others.

The foregoing petition was entered at a  
meeting of the County Commissioners holden  
at Springfield within and for said County on  
the fourth Tuesday of December in the year  
of our Lord one thousand eight hundred  
and sixty three and was continued to a  
meeting of said Commissioners holden on the  
second Tuesday of April in the year of our  
Lord one thousand eight hundred and sixty  
four, at which meeting the Commissioners  
deeming a view of the premises expedient and  
proper gave notice that they would meet for  
the purpose of said view at the store of R. S.  
Brown in Granville on Tuesday the twenty  
fourth day of May then next at one o'clock  
P. M.; and it was ordered by the County Com-  
missioners that a copy of said petition be  
served by the sheriff of said County or his  
deputy upon the clerk of the town of Granville  
in said County, thirty days at least before the said  
twenty fourth day of May, and that all other  
persons and corporations interested therein be  
notified, by publishing a copy of said petition  
and this order thereon, in the Springfield Weekly  
Republican a public newspaper printed in said  
County, three weeks successively the last publi-  
cation to be fourteen days at least before the time  
of said view. And it was further ordered by the Com-



Commissioners, that copies of said petition, or abstracts containing the substance thereof and this order be posted up by said Sheriff or deputy in two public places in the town of Granville fourteen days before said 24<sup>th</sup> day of May and that notice be given in manner aforesaid to all persons and corporations interested, that the County Commissioners deem a view of the premises expedient and proper and that a view of the same will be taken by them at the time and place aforesaid.

And this case was continued to this meeting and now it is ordered by the County Commissioners that this petition be dismissed.

B. N. Cooley & al.  
Pet. for alter of highway  
in Agawam  
15

To the County Commissioners of the County of Hampshire  
We the undersigned inhabitants and tax payers in the town of Agawam in said County of Hampshire respectfully petition your Honorable body to view the county road leading from the ferry Westley to J. R. Cooley's in said town and to improve the said road by straightening relaying and changing the terminus or locating and fixing the width as in the judgment of your honorable body you shall think it requires

B. N. Cooley & others

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the second Tuesday of April in the year of our Lord one thousand eight hundred and sixty five. At which meeting the Commissioners deeming a view of the premises expedient, appointed Thursday the twenty sixth day of May then next and nine o'clock in the forenoon, at the house of J. R. Cooley in Agawam as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Agawam being the town within which such alterations &c are prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition



tion, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Republican a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the 26<sup>th</sup> day of May the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the same time of said view; and having heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said Commissioners did then and there adjudge that common convenience and necessity require, that so much of the petition as asks that said road should be altered, straightened, widened and graded should be granted, as by the report in writing of said view and adjudication on file appears. And after adjudicating as aforesaid said Commissioners appointed Wednesday the 7<sup>th</sup> of September then next and 9 o'clock in the forenoon at the house of J. R. Corley in said Agawam as the time and place when and where they would meet and proceed to locate as aforesaid. And the said Commissioners having given notice of the adjudication and the time and place appointed for the location in the same manner as the notice and publication was given and made, and as is by law in such cases made and provided,



before proceeding to view on the said 7<sup>th</sup> day of September met and proceeded to locate as follows viz. Commencing at a stone monument in the Easterly line of Agawam Street and 45 feet South-  
 -eely of a maple tree in said line and near the dwelling  
 house of J. R. Corley, then running South 78 degrees  
 East twelve hundred and twenty feet to a stone  
 monument, then South 88½ degrees East 432 feet to  
 a stone monument, then North 82 degrees East 194 feet  
 to stone monument, then North 74 degrees East  
 400 feet to stone Monument, then North 76¾° East  
 777 feet to stone monument, then North 78 degrees  
 East 1366 feet to stone monument, then South 80  
 degrees East 278 feet to a point directly opposite  
 a stone monument and 50 feet from it, and Easterly  
 of and near the dwelling house of Albinus Kittland  
 then South 86 degrees East 351 feet to stone monu-  
 -ment, then South 88½ degrees East 309 feet to monu-  
 -ment, then North 89½ degrees East 458 feet to stone  
 monument, then South 83 degrees East 788 feet to stone  
 monument, then South 77 degrees East 431½ feet to stone  
 monument, then South 72 degrees East 600½ feet to stone  
 monument, 38½ feet from the Southeastly corner of  
 J. D. Warriner's dwelling house and South 38 degrees  
 and 5 minutes East therefrom, then North 82 degrees  
 East 25 feet to a stone monument then North 50½° East  
 25 feet to stone monument, then North 43¾ degrees  
 East 25 feet to a stone monument, then North 38 degrees  
 East 50 feet to monument, then North 26 degrees East  
 50 feet to stone monument, then North 14 degrees East  
 50 feet to stone monument, then North 47 degrees East  
 to low water mark on the West bank of the Con-  
 -necticut river at the Agawam ferry. Also at a  
 point opposite the house of J. D. Warriner and com-  
 -mencing at a maple tree the line runs East to the  
 river. This road is laid 50 feet in all places from  
 Agawam Street to the Connecticut River.

The County Commissioners having heard all  
 persons and corporations interested in relation  
 to damages who have expressed a desire to be heard  
 have adjudged that the following sums be paid



by the County to the several persons hereafter named in full compensation for all damages they will sustain by the widening, straightening and altering of the aforesaid highway.

To J. R. Cooley	Sixty eight $\frac{75}{100}$ dollars	\$68.75
" Luman Cooper	Twenty five	25.00
" Martin Healey	Thirty	30.00
" Henry Burke	Sixty	60.00
" Benin Wood	two hundred & fifty five	255.00
" Cedric Kertland	two hundred & twenty eight $\frac{75}{100}$	228.75
" Albion Kertland	eighty five $\frac{50}{100}$	85.50
" John Welch	fifty seven $\frac{62}{100}$	57.62
" Anna C. Warriner	five	5.00
" Chas A Davis	one hundred	100.00
" Samuel D. Warriner	forty one $\frac{25}{100}$	41.25
" Warriner Heins	Eighty one $\frac{20}{100}$	81.20
" Wilbur Wilson	forty six $\frac{92}{100}$	46.92
" Barnabus Cooley	three $\frac{50}{100}$	3.50
" Thomas L. Thrope	shins nineteen $\frac{25}{100}$	19.25
" Horace Harman	ten	10.00
		<u>\$1117.74</u>

And now it is ordered that the said town of Agawan cause the road aforesaid which is within the limits of the said town of Agawan to be worked, made and completed in the most faithful and workmanlike manner and as follows, to wit: The said road must be thoroughly ploughed, where ploughing is practicable, and be thoroughly cleared of stones, stumps and roots. The top soil, where it is unsuitable for making a hard and permanent road, must be removed out of the traveled way, or may be used in embankment, if it be so placed as not to be within twelve inches of the surface of the road when finished.

Where the materials within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least 10 inches of good gravel, or some other good material, (the best that can be obtained



in the vicinity, whether within or without the location of the road) will be required over the whole width of 18 feet for the traveled part of the road. Where the subsoil is sand, the said traveled part of the road, after being properly graded must be uniformly covered over its whole width with a coat of loam four inches thick, and afterward with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its center to the height of 12 inches. And the traveled part thereof must be worked to the width of 24 feet including the side slopes and of the ditches; so that carriages and teams may pass with safety and convenience over any and every part of the 24 feet aforesaid. The said traveled part of the road must be worked in the center of and parallel to its location, without any regard to the additional widths laid out for materials in constructing the road, except near its angles, which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable.

In grading the road, care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches, where they are needed must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty five degree or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the center line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, toward the point of discharge in such manner that no water can permanently stand by the road side over swamps or meadow land where the road is made.



by embankment and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills, where the road is made partly by embankment and partly by excavation, the road must be crowned, in manner before mentioned from the edge of the interior slope of the ditch on the uphill side to the center, and from thence to the exterior or down hill side must be made nearly or quite level.

All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty five degrees; where the materials are loose gravel or sand, the angle must not exceed thirty degree from a horizontal line or two feet slope to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveller; the railing must consist of straight handsome chestnut poles not less in any part than five inches in diameter and be securely fastened with wire bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet and not more than twelve feet distant from each other from center to center. In all places where it is necessary to have railing the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment with the interior or inside thereof, not less than 2 feet within the edge of the slope of the embankment and without, in any manner obstructing or interfering with said 24 feet for the traveled part of the road. All bridges must be constructed with substantial, well laid stone abutments, and be covered with the same material, with a top



covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of 12 inches in addition; except the span of the arch or arches of a bridge, each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank. Whenever a bridge is covered with plank, the top of the planking must be at grade, and a stick of chestnut timber ten inches on the bottom and inside, and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty-four feet long, measured at right angles with the direction of the road, and be substantially and properly railed to the height of three feet, and to the width of not less than 20 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge and be measured in the same manner, with good, firm, straight stone sides, or abutments not less than two feet apart and 18 inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be crowned 8 inches in addition. The owners of land over which said road is located, retain the legal right to construct cattle culverts, or farm bridges, across and underneath the road for their accommodation and convenience, provided they do not thereby increase the ascent or descent in the grading of the road, as hereafter described and construct said culverts or bridges in manner prescribed for the bridge; and the said culverts when placed in must forever after be maintained by such owners, their heirs or assigns in good repair, and in such condition as to render them safe and convenient for the traveler. In grading the road aforesaid, care must be used in front of



any dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said building, in the best shape for placing in a bank wall if the owner of said building shall so elect, otherwise so to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto; provided however when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling house or other building, it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing, (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be.

Trees that have been planted or reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured unless the construction and safety of the road absolutely require it.

And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings intersections or connections therewith, as to render them perfectly safe and convenient for the traveler. And it is further ordered that the grading of said road aforesaid which lies within the town of Agawam be so worked as not in any place to exceed the angles of ascent or descent from a horizontal line hereafter mentioned. The grade pins are all placed in the center of the location, are all driven down to near the surface of the earth, and the summits or tops



of said pins are the points of admeasurement for ascertaining the amount of excavation or embankment. The summits or tops of these pins that are at grade in connection with the line of inclination, represent the base of the traveled part of the road and the crowning of 12 inches required by this order is, in all cases, to be considered as placed on or above the tops or summits of said pins and line. The grade pins that are mentioned in this description as being numbered have a stake driven by the side of them, bearing the same number as the side stake opposite said grade pin and accompanying stake. The admeasurement is given in feet and the decimal parts of a foot. And said grading is as follows to wit:

And it is ordered that at a point easterly of Station No 5, the slope of the hill to be reduced so that it shall not exceed two and one half degrees and the ravine to be raised at least 3 feet with a culvert at least 2 feet square in the clear, also that there be a fill of at least 2 feet in the land of Corbin Wood, East of E. Kertland's house with culvert.

And it is further ordered that the top of the Ferry hill in front of G. D. Warriner's dwelling house be cut down 2 1/2 feet so as to remove all water that may collect in the highway south and directly in front of B. N. Corley's dwelling house, the banks on each side of the road in said hill to be cut down so as to make a road bed of 25 feet including ditch on the East side, in working the road, the West side of the way is to be left high enough for the water to descend to the East side and a ditch to be made to carry off all the water, to be constructed in such manner that it may be used as a part of the travel way to be paved with round stone to prevent it from washing the hill, the road bed to be hardened according to the printed specifications.

The Stone Monuments West of Mr A. H. Kertland's house are set on the South side of the highway, on the East side of Mr Kertland's house to the river, they are set on the north side of the location.



The several abutting owners to have until the first day of April 1865 to remove their wood timber and fences standing on the above highway And it is ordered that the said road be worked in a skillful and workmanlike manner and made hard, safe and convenient for travellers to pass and repass with their teams cattle horses and carriages and that it be made and completed by the town of Agawam on or before the first day of July A.D. 1865 to the acceptance of the County Commissioners

Charles C. Wright Esq. County Commissioner being disqualified by reason of residence from acting in this case David Smith Esq. one of the Special Commissioners was notified and acted in his stead

Benning Leavitt } County  
Daniel G. Potter } Commissioners

David Smith Special Commissioner

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And this case is continued from meeting to meeting to this meeting and now the said report being read and considered is accepted and the road established as and for a public highway.

To the County Commissioners of the County of Hampden R. W. Kellogg & al. Pet.  
The undersigned citizens of Southwick respect for alter. of highway fully represent that the public wants require that in Southwick & Granville the highway recently located by your Honorable Board commencing at Granville Four Corners and terminating near the house of Tahan Rising be relocated. We therefore petition your Honorable Board to view the premises and make such alterations and changes in location between the house recently occupied by Horace Witherbee & Granville Four Corners as you may think expedient.  
Southwick June 28<sup>th</sup> 1864 R. W. Kellogg & others.



The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the fourth Tuesday of June in the year of our Lord one thousand eight hundred and sixty four, at which meeting the County Commissioners, deeming a view of the premises expedient and proper, gave notice that they would meet for the purpose of said view, at the dwelling house of Apollo Lambson in Southwick on Tuesday the ninth day of August next, at ten o'clock A.M.; and it was ordered by the County Commissioners that a copy of said petition be served by the Sheriff of said County or his Deputy upon the clerks of the towns of Southwick and Granville in said County, thirty days, at least, before the said ninth day of August, and that all other persons and corporations interested therein be notified, by publishing a copy of said petition and this order thereon, in the Springfield Daily Union, a public newspaper printed in said County, three weeks successively the last publication to be fourteen days at least before the time of said view. And it was further ordered by the Commissioners, that copies of said petition, or abstracts containing the substance thereof and this order, be posted up by said Sheriff or deputy, in two public places in the towns of Southwick and Granville fourteen days before said ninth day of August and that notice be given in manner aforesaid to all persons and corporations interested that the County Commissioners deem a view of the premises expedient and proper, and that a view of the same will be taken by them at the time and place aforesaid.

And this case was continued to this meeting and now it is ordered by the County Commissioners that this petition be dismissed.



To the County Commissioners of the County of Hampden Thomas Ashley, Pet.  
Thomas Ashley of Westfield in said County respect: for abatement of taxes  
fully complains that the Assessors of Westfield  
aforesaid by their tax bill bearing date within  
six months last past have overrated your com-  
plainant and have assessed him for State, County,  
Town & School district taxes for the present year  
in the sum of two hundred and four dollars  
and one cent, which is much more than his just  
proportion of said taxes and that a part of said  
tax assessed to said Complainant is illegal,  
viz, that part of said tax assessed on an item  
in the list of said Complainant's property as  
"Income". Your complainant carried into said  
Assessors within the time required by law a  
list of said valuation of his estate. On the  
twenty first day of September current your  
complainant being aggrieved by said taxes ap-  
plied to said Assessors in due form of law for  
an abatement of the same, but said Assessors  
have refused to make any abatement thereof.  
Wherefore he prays that your honorable  
body after due proceedings in the premises  
will make a reasonable abatement of said taxes.  
Dated the 28<sup>th</sup> day of September A. D. 1864.  
Thomas Ashley.

The foregoing petition was entered at this  
meeting of the County Commissioners and  
it is ordered that the petitioners cause notice  
to be given to the inhabitants of the Town of  
Westfield in said County of the pendency  
of said complaint and that a hearing will  
be had upon the same at the Court House  
in Springfield on Wednesday the second day  
of November next at eleven o'clock in the forenoon  
by serving one of the Selectmen and also one of the  
Assessors of said Westfield each with an attested  
copy of said Complaint and this order fourteen  
days at least before said second day of November  
that they may then and there appear and show  
cause why the prayer of said petition should not



be granted

Attest. Geo. B. Morris Clerk.

And now the aforesaid petition having been heard it is ordered by the County Commissioners that said petition be dismissed

\$226.25

The sum of two hundred twenty six dollars and twenty five cents is allowed for damages to land taken in the location of highways and the same is ordered to be paid from the County Treasury.

\$4473.59

Cundry accounts against the County being now presented are allowed amounting to the sum of four thousand four hundred and seventy three dollars and fifty nine cents and are ordered to be paid from the County Treasury

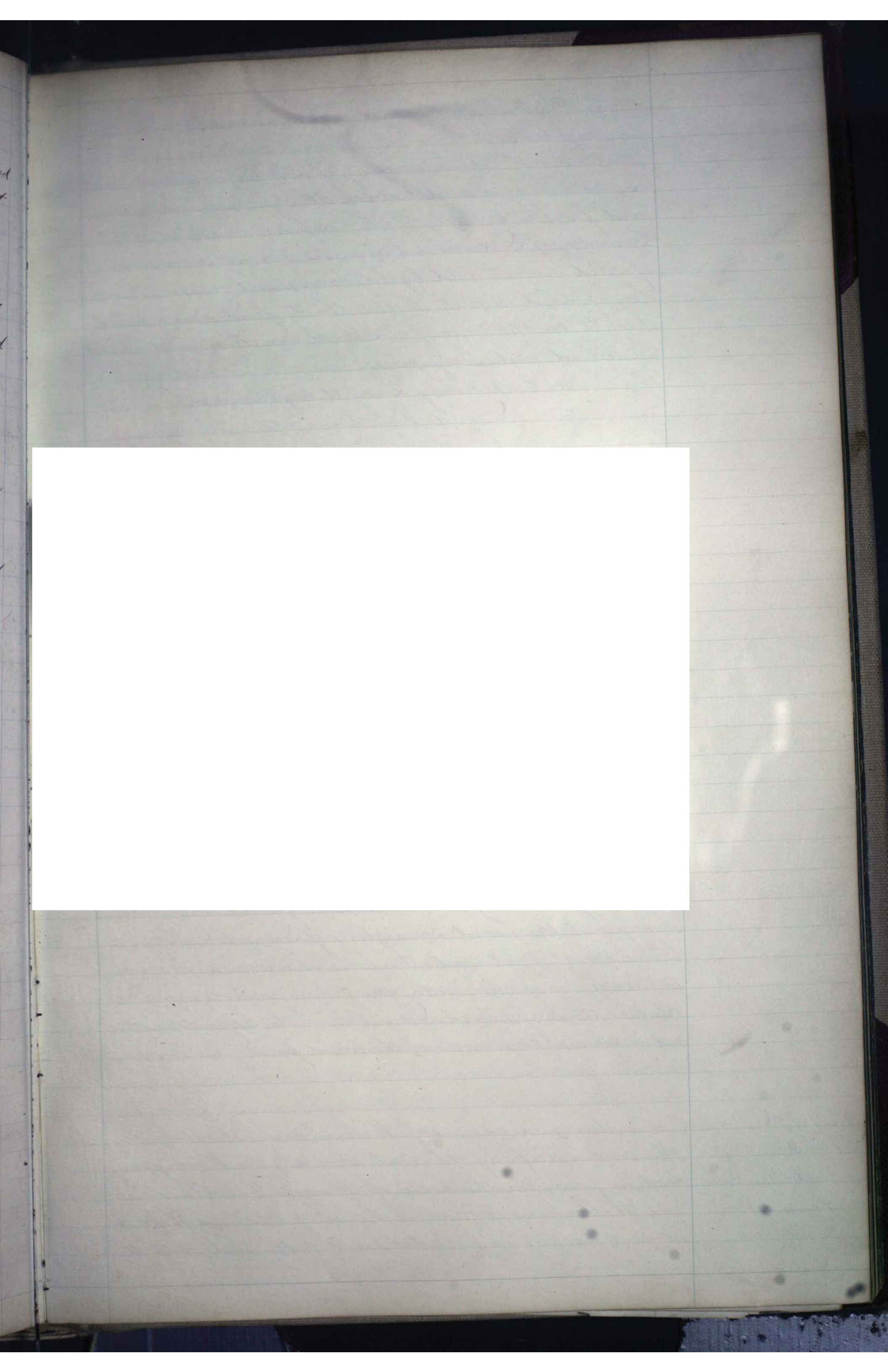
Hampden Co. Dec 20<sup>th</sup> 1884.

Judgment is entered up according to reports &c and all matters not acted upon are ordered to be continued and this meeting is adjourned without day

Attest

Geo. B. Morris Clerk







Commonwealth of Massachusetts.  
Hampden Co.

At a meeting of the County Commissioners begun and holden at Springfield within and for the County of Hampden on the fourth Tuesday of December being the twenty seventh day of said month and by adjournment on the thirtieth day of said month to the thirty first day of said month in the year of our Lord one thousand eight hundred and sixty four.

Present Benning Leavitt Esq Chairman  
Daniel G. Potter  
Charles C. Wright } County  
Commissioners

And on the fourth day of January and by adjournment on the eleventh day of January and by adjournment on the fifteenth day of February and by adjournment on the sixteenth day of March and by adjournment on the fourth day of April in the year of our Lord one thousand eight hundred and sixty five

Present Daniel G. Potter Esq Chairman  
Charles C. Wright  
Ambrose N. Merrick } County  
Commissioners

Ambrose N. Merrick Esquire of Springfield having been declared by the board of examiners elected County Commissioner for the County of Hampden and having been duly sworn appeared on said fourth day of January and the board consisting of Daniel G. Potter, Charles C. Wright and Ambrose N. Merrick proceed to the choice of chairman, the whole number of votes cast is three of which Daniel G. Potter Esquire has two and is chosen Chairman of the board for the year ensuing.

Abram B. Davis &als Pet. for alt. of highway in Wilbraham Palmer & Manson 3. The undersigned citizens of Wilbraham Palmer and Manson respectfully represent that the road or highway leading from near the house of Warren L. Collins in said Wilbraham to near the house of Alanson Merrick in said Palmer is circuitous and hilly and that the



public convenience and necessity require that certain alterations in location should be made in said road. We therefore respectfully request that you will view said road at your earliest convenience and make such alterations in location on said road as in your judgment the public good and necessity require.

August 26. 1861

Abram B. Davis & others

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the fourth Tuesday of June in the year of our Lord one thousand eight hundred and sixty one. At which meeting the Commissioners, deeming a view of the premises expedient, appointed Wednesday the twenty third day of October then next and 10 o'clock in the forenoon, at the house of Collins Depot in Wilbraham as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerks of the towns of Monson Palmer and Wilbraham being the towns within which such alterations are prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in each of said towns; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Weekly Republican, a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested of the time and place for commencing said view. And on the said twenty third day of October the Commissioners met at the time and place appointed and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear



the parties at the same time of said view; and having heard the parties said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same said Commissioners did then and there adjudge that common convenience and necessity require, that an alteration should be made commencing near the junction of the Silver Street road with the road upon which alterations are prayed for and extending easterly to the barn of Benj. H. Johnson - and that all other portions of the road embraced in said petition can be so far amended as to supersede the necessity of altering the location of the existing highway by specific repairs.

Henry Charles } County  
 Henry Fuller }  
 Nelson D. Parks } Commissioners

And this case was continued to the meeting holden on the fourth Tuesday of December at which time the aforesaid report was accepted. And this case was continued from meeting to meeting to the meeting holden on the fourth Tuesday of June in the year of our Lord one thousand eight hundred and sixty four at which meeting the Commissioners deeming <sup>it</sup> expedient appointed Tuesday the sixth day of September then next and nine o'clock in the forenoon at Collins's Depot in Wilbraham as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the towns of Wilbraham, Monson and Palmer being the towns within which such alterations <sup>are</sup> prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition containing the substance thereof to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Palmer Journal, a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view, and before said view was



had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested, of the time and place for commencing said view. And on the said sixth day of September the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same, the further consideration thereof was deferred till the next regular meeting of the Commissioners, held at Springfield aforesaid on the second Tuesday of September then next at which meeting the parties were heard and after the hearing, said Commissioners proceed to consider and adjudicate upon the prayer of said petition and after considering the same said Commissioners did adjudge that the prayer of the petitioners should be granted as by the report in writing of said view and adjudication on file of seals and said Commissioners thereupon appointed Tuesday the eighteenth day of October then next and nine o'clock in the forenoon at Collins Depot in said Willbraham as the time and place when and where they would meet and proceed to locate and make alterations in said highway and the said Commissioners having given notice of the adjudication and the time and place appointed for locating said highway in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof) on the said eighteenth day of October met and proceeded to amend and locate as follows. "Commencing at a stone monument on the old highway opposite the barn of G. W. Jones and running on the Northerly line of the location South  $35\frac{1}{2}^{\circ}$  East 172 feet to a stone monument in said Jones' garden thence South  $84^{\circ}$  East 375 feet to a stone monument, thence North  $88\frac{1}{2}^{\circ}$  East 333 feet to a stone monument in the center of a stone wall, thence through the land of Ben Johnson North  $80\frac{1}{2}^{\circ}$  East 280 feet to a stone monument in the old highway standing by a yellow pine tree; this



location is 50 feet wide. Also commencing at a stone monument in the old highway nearly opposite the dwelling house of Dickinson A. Balkins at the foot of the hill and running thence on land of said Balkins South  $48^{\circ}$  East 337 feet to a stone monument, thence South  $70^{\circ}$  East 100 feet to a stone monument thence North  $86\frac{3}{4}^{\circ}$  East - 160 feet to a stone monument in the center of a stone wall thence through land of the heirs of Marcus M. Sheave and George H. Balkins North  $75^{\circ}$  East 1023 feet to a stone monument on the Northernly side of the old highway in front of the red School house, the lines are run on the Northernly side of the location and the road is laid 50 feet wide. The grade on the new location is in no case to exceed 2 degrees. And it is also ordered that at the ledge of rocks near to the high embankment wall of the Western Rail Road, East of the dwelling house of W. L. Collins in Williamson, be cut down on the right hand side of the road to a level with the traveled path and the road bed at this point to be at least 22 feet wide. Also at the hill East of the twelve mile brook so called to be cut down on the top two feet and filled two feet at the bottom making a uniform grade from the bottom to the top. Also the hill West of Butters & Corners, to be cut down 18 inches on the top and worked to the left or Northernly side so as to make the traveled part 24 feet wide, the hill East of the said Corners to be filled at the foot at a point directly opposite a willow tree  $2\frac{1}{2}$  feet the top of the hill to be cut down 2 feet and worked so as to meet the fill in a uniform grade. The hill near to the forks of the road leading to Three Rivers to be graded by filling two feet at the bottom and to be of a uniform grade, the sluice at the junction of the Silver Street road to be extended 5 feet to the North.

The sand hill West of the Thayer Barn to be hardened according to the printed specifications. The hill at the Thayer house to be cut down seven feet on the top and a fill of three feet at the foot on the West side and of 4 feet on the East side extending as far East as the



bridge. The sluice, east of the Poul place to be  
widened and filled on the top 2 feet extending East  
and West to make the road bed level, the hill  
at the crossing West of the dwelling house of Alvin  
Hastings to be lowered 2 feet. The bridge over the  
brook east of Mr. A. Hastings house to be widened  
by extending it North 8 feet and the road bed made  
to meet the width of bridge, and filled on the top  
of the bridge one foot. The hill West of the bridge  
over the Chicopee river to be brought to a uniform  
grade from the West end of the bridge to a point  
on the surface of the road bed twenty rods from the  
West end of said bridge. At the points of intersection  
between the old road and the new locations the  
old road must be left in good state of repair so  
that it may be used as heretofore by the public  
without injury from the working of the new roads.  
And now it is ordered that the said towns of  
Wilbraham, Monson and Palmer cause the road  
aforesaid which is within the limits of the said  
towns of Wilbraham, Monson and Palmer to be  
worked, made and completed in the most faith-  
-ful and workmanlike manner, and as follows,  
to wit: The said road must be thoroughly ploughed  
where ploughing is practicable, and be thoroughly  
cleared of stones stumps and roots. The top soil,  
where it is unsuitable for making a hard and per-  
-manent road must be removed out of the trav-  
-eled way, or may be used in embankment, if it  
be so placed as not to be within twelve inches of the  
surface of the road when finished. Where the ma-  
-terials within the traveled part of the road are  
unsuitable for making a hard and durable road  
and the subsoil under the same is of a loamy or  
clayey character, a top covering of at least 12 inches  
of good gravel, or some other good material (the best  
that can be obtained in the vicinity, whether within  
or without the location of the road) will be required  
over the whole width of 24 feet for the traveled part  
of the road. When the subsoil is sand, the <sup>said</sup> traveled  
part of the road, after being properly graded, must



be uniformly covered over its whole width with a coat of loam four inches thick and afterwards with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides to its centre to the height of twelve inches. And the traveled part thereof must be worked to the width of 24 feet including ditches so that carriages and teams may pass with safety and convenience over any and every part of the twenty four feet aforesaid. The said traveled part of the road must be worked in the centre of and parallel to its location, without any regard to the additional widths laid out for materials in constructing the road except near its angles which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches must be worked parallel with the centre line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side. Over swamps or meadow land where the road is made by embankment and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills, where the road is made partly by embankment and partly by excavation the road must be crowned in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the centre, and from thence to the exterior or down hill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty five degrees, where the materials are loose gravel or sand the angle must not exceed thirty



degree from a horizontal line or two feet slope to one foot rise said road must be firmly and substantially railed where railing is necessary for the safety and convenience of the traveller; the railing must consist of straight handsome chestnut poles, not less in any part than five inches in diameter and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter and embedded in the earth or embankment not less than three feet and not more than twelve feet distant from each other from centre to centre. Where the sides of embankments are constructed or secured with substantial well-laid stone walls, stones two feet high above the face of the road, and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splittings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles or joist, at least one foot in length, in such manner that the chamfered faces will fit and lie close together with the iron bolt aforesaid passing directly through the center of said joining or splitting. Or a stone wall built in a substantial and workmanlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing the road if constructed of earth slopes must be divided sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment with the interior or inside thereof, not less than two feet within the edge of the slope of the embankment, and without in any manner obstructing or interfering with said 24 feet for the traveled part of the road. Where the sides of embankments are constructed or secured with sub.



Substantial, well laid stone walls instead of the earth  
 slopes before mentioned (and where the materials can  
 be obtained at a reasonable expense, this kind of  
 structure will be required) said walls must be bat-  
 tered back towards the embankment from a per-  
 pendicular line at the rate of two inches to one  
 foot in height the inner face thereof being perpen-  
 dicular; the road need be worked to no greater width  
 than twenty four feet on the top or face of the embank-  
 ment, to furnish a firm support to the railing and  
 the twenty feet clear of all obstructions for the trav-  
 eled part of the road as aforesaid. All bridges must  
 be constructed with substantial well laid stone  
 abutments, and be covered with the same material,  
 with a top covering of not less than twelve inches of  
 good gravel or some other good material, and a crowning  
 of the road of twelve inches in addition; except the span  
 of the arch or arches of a bridge, each exceed three feet  
 in the clear, when it may be covered with good chest-  
 nut or white oak, three inch plank. Whenever a bridge  
 is covered with plank the top of the planking must  
 be at grade and a stick of chestnut timber ten  
 inches on the bottom and inside and sloping to eight  
 inches on the outside thereof must be firmly embed-  
 ded upon each side of the bridge for securing the  
 edges of the plank against any injury from wheels  
 in their passage to and from said bridge. All bridges  
 must be made twenty four feet long measured at  
 right angles with the direction of the road, and be  
 substantially and properly railed to the height of  
 three feet and to the width of not less than twenty  
 two feet between the railings clear of all obstructions.  
 All necessary sluiceways must be made of the same  
 length as the bridge, and be measured in the same  
 manner, with good firm straight stone sides or abut-  
 ments not less than two feet apart and, <sup>with a top covering of not less than twelve inches of good gravel or some other good material,</sup> eighteen inches  
 high, and be covered with the same material, and  
 the road over said sluiceways must be crowned twelve  
 inches in addition. The owners of land over which said  
 road is located retain the legal right to construct  
 cattle culverts or farm bridges across and underneath



the road for their accommodation and convenience provided they do not thereby increase the ascent or descent in the grading of the road, as hereafter described, and construct said culverts or bridges in manner prescribed for the bridge; and said culverts when placed in must forever after be maintained by such owners, their heirs or assigns in good repair, and in such condition as to render them safe and convenient for the traveler. In grading the road aforesaid, care must be used in front of any dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said building in the best shape for placing in a bank wall if the owner of said building shall so elect, otherwise so to slope such side bank as to cause the least possible injury to said building or the appurtenances thereof provided however when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling house or other building, it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be. Trees that have been planted and reared beside the proposed traveled way by the owners of land over which said location is made whether for the fruits they yield or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured unless the construction and safety of the road absolutely require it. And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised or lowered, and so widened at the points of said crossings intersections or connections therewith as to render them perfectly safe



and convenient for the traveler. The County Commissioners having heard all persons and corporations interested in relation to damages who expressed a desire to be heard thereon, considered and adjudged that the sum of one hundred dollars be paid to James M. Jones

To Beniah Johnson thirty dollars 30.00

To D. A. Balkins ninety five dollars 95.00

To Samuel M. Bliss the sum of two hundred and seventy five dollars 275.00

To George Balkins eighty dollars 80.00

All in full compensation for all damages they will sustain in consequence of the aforesaid location of a highway. No other persons appearing to claim damage and in the opinion of the Commissioners none are entitled to any, therefore none are awarded. The owners of land over which said highway is located are allowed until the first day of April A.D. 1865 to remove their timber fence and trees therefrom not necessary for the construction of the road. And it is ordered that the said road be worked and made safe and convenient for travelers to pass over with their horses and carriages cattle and teams and that it be made and completed by the towns of Wilbraham, Monson and Palmer on or before the first day of September A.D. 1865, to the acceptance of the County Commissioners. Daniel G. Potter one of the County Commissioners being disqualified by residence, in acting in this case David Smith Esq. one of the Special Commissioners was notified and acted in his stead

Benning Secaritt } County  
Charles C. Wright } Commissioners

David Smith Special Commissioner.

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And this case was continued to this term and now the said report being read and considered is accepted and the road established as and for a public highway.



Humbly show the subscribers, citizens of Westfield William G. Bates  
that there has been a long controversy in said town & also Pet. for discontn.  
in relation to the highway leading from the Westfield alter. of highway  
River at the Great River Bridge to the lands of the in Westfield  
Western Rail road Corporation in said Westfield  
at the depot of said road. We therefore pray your  
honorable body to view the premises and discon-  
-tinue such parts as may be done without detri-  
-ment to the public interest and if necessary to  
widen the roads on the West side thereof  
Westfield Dec 24<sup>th</sup> 1861.

Wm G. Bates & others.

The foregoing petition was entered at a meeting  
of the County Commissioners holden at Springfield  
within and for said County on the fourth Tuesday  
of December in the year of our Lord one thousand  
eight hundred and sixty one and was continued  
from meeting to term to this meeting and now the pe-  
-tition is dismissed

To the County Commissioners of the County of Selectmen of West  
Hampden. Springfield. Pet for

Respectfully represent the subscribers, alter. of highway in  
Selectmen of the town of West Springfield in said West Springfield  
County that the highway leading from West Spring-  
field to Westfield, called the Paucatuck road  
is crossed by the Western Rail Road at a point  
in said West Springfield about one half mile  
Westward from rock cut section and near the house  
of John D. Smith, that it is necessary for the  
security of the public, that the highway where  
it is so crossed by said rail road should be low-  
-ered so that the public may pass under said  
rail road, that on or about the day of December  
6. A.D. 1860, the Selectmen of the town of West  
Springfield made in writing a request to said  
corporation to lower said highway at said crossing  
but said corporation neglects and refuses to comply  
with said request. Wherefore your petitioners pray  
that your board after due notice will grant to the



parties a hearing on the matter of this petition and will decide as to the reasonableness of said request and the necessity for the security of the public that said highway should be lowered as prayed for.

Nathan Loomis } Selectmen  
 Oliver Libbey }  
 F. G. Smith } West Springfield.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the first Tuesday of October in the year of our Lord one thousand eight hundred and sixty two and was continued from meeting to meeting to this meeting, and now the said petition is dismissed.

The Western R.R.  
 Corporation. Pet. for  
 alter. of highway in  
 West Springfield  
 17.

To the County Commissioners of the County of Hampden  
 The Western Rail Road Corporation respectfully  
 represent, that at a meeting of your honorable board  
 held on the 19<sup>th</sup> day of November 1863, they were or-  
 dered, on the petition of the Selectmen of West Spring-  
 field to lower the highway where it is crossed by  
 the rail road of your petitioners at the rock cut  
 crossing in said West Springfield, so that the  
 public may pass under said rail road. That  
 upon a close examination of the proposed change  
 it is found that the excavation ordered is mostly  
 through solid rock, and that it is impracticable  
 to comply with the order unless it shall be so  
 modified as to authorize a slight change in the  
 present location of the public way. They therefore  
 pray that your Hon. board will decree an alter-  
 ation of the course of the public highway at said  
 crossing so as to facilitate the crossing of the same  
 by their rail road as follows, viz: by diverging from  
 the present highway at a point at or near the forks of  
 the road and running Southerly ~~Southwesterly~~ so as to  
 pass under the Rail Road at a point about 100 feet  
 Westerly of the travelled path of the old road meas-  
 uring on the rail road track, and thence running



Southerly so as to strike the old road at a point which will be as measured on the old road about 800 feet Southerly from starting point of divergence and as measured on the line of the proposed change of location about 792 feet. - And said corporation further represents that the bridge for said highway which has been constructed over said rail road at the crossing next East of the said Rock cut crossing is too low for the safety of the employees of said rail road passing under the same upon their trains and they therefore pray your Hon. board to pass a decree authorizing your petitioners to raise said bridge so that the same shall be when finished not more than three feet higher than the present structure.  
Springfield June 28. 1864. C. W. Chapin Pres<sup>t</sup>

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the fourth Tuesday of June in the year of our Lord one thousand eight hundred and sixty four at which meeting, the Commissioners deeming a view of the premises expedient, appointed Monday the eighth day of August then next and ten o'clock in the forenoon, at the house of Alvin Sibley in West Springfield as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of West Springfield, being the town within which such alterations and lowering of highway is prayed for, thirty days at least, before the time appointed for said view; and also caused a abstract of said petition, containing the substance thereof to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Republican, a newspaper published in said County, said posting and the last publication of said copy having been fourteen days before the time appointed for said view and before said view was had, said Commissioners



gave notice in like manner as described in the foregoing notice of the petition, to all persons interested of the time and place for commencing said view. And on the said eighth day of August the commissioners met at the time and place appointed and proceeded to view the premises, and having viewed the same the further consideration thereof was deferred till the next regular meeting of the commissioners, held at Springfield aforesaid, on the first Tuesday of October then next at which meeting the parties were heard, and after the hearing said Commissioners proceed to consider and adjudicate upon the prayer of said petition and after considering the same said commissioners did adjudge that the prayer of the petition be granted so far as the change of the location of the highway is prayed for, and after adjudicating as aforesaid no person interested appearing to object, the commissioners proceeded on Wednesday the twelfth day of October then next to locate the alterations and lowering of said highway as follows to wit, commencing at a stone monument at a point at the forks of the road northerly of said rail road crossing at a distance of about four hundred and fifty feet thence South  $9^{\circ}$  East one hundred feet to a stone monument, thence South  $6\frac{1}{2}^{\circ}$  East one hundred feet to a stone monument, thence South  $3^{\circ}$  East two hundred feet to a stone monument, thence South  $2\frac{1}{2}^{\circ}$  West four hundred feet to a stone monument, and passing under said rail road track and intersecting the present traveled path of the highway at a point near three hundred and fifty feet northerly of the center of said rail road, said highway is located fifty feet wide, and on the westerly side of the course, the passage way through the rail road to be twenty two feet wide, and thirteen feet high in the clear, the abutment walls must correspond with the embankments - caused by excavation through said rail road, the course of which must accord with the course of the highway, said walls including the approaches must be of suitable dimensions, from



and substantially built and to conform in direction to the traveled path outside the passage way, the road to be made twenty feet wide exclusive of ditches, and upon the center of the lay, properly crowning sufficient to cause the water to pass from the center to the outer sides of the road, a thickness of at least twelve inches of good loam or gravel will be required upon the surface of the twenty feet of traveled path; one stone sluiceway South of the rail road will be required two feet square in the clear, and twenty four feet long covering to lap at least eight inches at each end, location to be determined by the County Commissioners, from the South Embankment of the rail road and on the Western line of the highway and Southernly until near intersecting the present road a stone wall or hedge of rocks will be required to be placed sufficiently high and thickness to protect the road from ice from the river in usual times of high water extraordinary cases excepted. And we have awarded to Elijah Sibley damage at rate of one hundred and fifty dollars per acre for land taken from him for said alteration of highway amounting to \$45.94. To Alvin Sibley one hundred dollars which sum pays for additional land for Western Rail Road use as agreed by all parties interested \$100.00

No other person or corporation appearing to claim damage and in the opinion of the County Commissioners none are entitled to damage, none are awarded. And it is ordered that the said Western Rail Road Corporation cause said road and passage way to be constructed, worked and made safe and convenient for the public use, and in a good and workmanlike manner on or before the first day of July A.D. 1865. Also to pay to the County Treasurer the above sums awarded as damages on or before the said first day of July 1865.

Benning Learitt } County  
Daniel G. Potter }  
Chas. C. Wright } Commissioners



All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And this case was continued to this meeting and now the said report being read and considered is accepted and the road established as and for a public highway.

E. B. Nettleton & al. To the County Commissioners of the County of Hampden.  
 Pet. for establishing boundaries of Common of highway for alteration of highway in West Springfield  
 Lh.

Your petitioners of the town of West Springfield respectfully request your honorable body to establish the boundaries upon the South Side of the West Springfield Common, Beginning at the ancient Stone monument at the South East corner of said common, said stone is marked J. P. on the top of said stone and dated 1696, and stands near the Conn. River. Then run Westerly by the house of Orrin Root and others in a straight line to the Northwest corner of Mr. Keogan's land with suitable stone monuments, and to establish the line of road by causing stone monuments to be placed at all the angles from the South side of said Common on the County road by the house of Justin Ely and others to the West end of Springfield bridge over the Conn. River or to make such alterations and improvements as shall appear to your honors necessary for the public convenience

E. B. Nettleton & others.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the fourth Tuesday of June in the year of our Lord one thousand eight hundred and sixty four. At which meeting the Commissioners deeming a crew of the premises expedient, appointed Wednesday the nineteenth day of October then next and nine o'clock in the forenoon, at the house of Lyman Wolcott in West Springfield as the time and place for viewing the premises; and caused a copy of said petition to be served upon the Clerk of the town of West Springfield being the town within which such locations are



prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town, and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Republican, a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And this case was continued to the meeting of said Commissioners holden on the first Tuesday of October in the year of our Lord one thousand eight hundred and sixty four. And on the said nineteenth day of October the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same at which meeting the parties were heard, and after the hearing said Commissioners proceed to consider and adjudicate upon the prayer of said petition and after considering the same, said Commissioners did adjudge that the prayer of said petition be granted in part as by the report in writing of said view and adjudication on file appears. and after adjudicating as aforesaid, said Commissioners appointed Monday the twenty first day of November then next and nine o'clock in the fore noon, at the house of Lyman Wolcott in said West Springfield as the time and place when and where they would meet and proceed to locate and establish lines, and the said Commissioners having given notice of the adjudication and the time and place appointed for locating in the same manner as the notice and publication was given and made, and as is by law in such



case made and provided, before proceeding to view  
 (except publishing an abstract of said petition  
 instead of a copy thereof) on the said twenty-first  
 day of November next and proceeded to locate  
 and establish lines as follows to wit: Commencing  
 at the head of Water Street or Shad Lane so called,  
 at the Southern line of West Springfield Common  
 and running thence on the Eastern line of Water  
 Street South  $37\frac{1}{4}^{\circ}$  East 414 feet to the North West  
 corner of Charles Cely's home lot, the street being  
 in width at the beginning of the course 60 feet  
 wide and 66 feet at the terminus with the following  
 described additional width, at the beginning viz,  
 35 $\frac{1}{2}$  feet produced partly on each side of the street  
 as follows; on the West side by a base on the South  
 line of the Common of 16 $\frac{1}{2}$  feet, and perpendicular  
 on Water Street of 16 $\frac{1}{2}$  feet and hypotenuse of 25  
 feet and on the East side by a base on the line of  
 the Common of 19 feet, and perpendicular on said  
 Street of 19 feet, and hypotenuse of 25 $\frac{3}{4}$  feet, to  
 facilitate the passage of teams and carriages  
 around those corners. Thence from said Cely's  
 corner, South  $39^{\circ} 35'$  East 1,211 feet to Reuben Bonds  
 North West Corner formerly owned by Simeon Smith  
 at this point the street is 64 feet wide, thence  
 South  $41^{\circ}$  East 278 feet to Rodney Parsons North  
 West corner, the width of street here 63 feet;  
 then South  $44^{\circ}$  East 365 feet to the North West  
 corner of the old homestead of Herman Day, the  
 width at this point being 66 feet, its original  
 width; thence South  $47^{\circ}$  East 273 feet to Henry  
 White's N. W. corner, the width at this point is  
 sixty feet, then South  $51^{\circ}$  East 292 feet to G. A.  
 Mosley's N. W. corner, the width at this point being  
 64 feet, thence South  $48^{\circ}$  East 624 feet to a point  
 in range with the South line of the piazza of the  
 Palmer house occupied by Ebenezer Cotton, the width  
 at this point being 60 feet, then South  $45\frac{1}{4}^{\circ}$  East 88 feet  
 to Alexander W. Allen's N. W. corner, the width at  
 this point is 60 feet, then South  $43\frac{1}{4}^{\circ}$  East 205 feet  
 to Ezra Palmer's N. W. corner, the width at this



point 60 feet. Thence South  $40^{\circ}$  East 408 feet to the Northernly line of Ferry Lane, the width at this point 60 feet, thence South  $39\frac{3}{4}^{\circ}$  East 540 feet, the width 60 feet as far as the Northernly line of the Western Rail Road grounds, and from that point to increase to 75 feet at the end of the course; thence South  $61^{\circ}$  East 48 feet to the North line of Bridge; this course intersects with Bridge Street, and the Westerly line of Water Street is continued the same direction as the course last mentioned, South  $39\frac{3}{4}^{\circ}$  East until it merges in Bridge Street. Then commencing at the termination of Water Street and running S.  $85^{\circ} 10''$  East 846 feet to the South West corner of the Bridge Company's lot, the Street at on this course is located 50 feet wide; then South  $88\frac{1}{4}^{\circ}$  East 371 feet to a stone monument, the street on this course being located 50 feet wide at the commencement and widening to 70 feet at its termination, thence about North  $86^{\circ}$  East 100 feet to a point ranging with the West end of the Springfield Bridge and twenty five feet distant from the center thereof, the street on this course commencing with 70 feet in width and closing with 50 feet wide, the center of the Street at its termination is established at the center of the West end of the bridge, the lines being surveyed on the Northernly or left hand side, and stone monuments are to be placed at all the angles. In all instances where the width of either street is varied from one end of any course to the other, the lines on the opposite side of the surveyed line is established a straight and right line. No persons appearing to claim damages, therefore none are awarded.

Benning Leavitt } County

Daniel G. Potter }

Chs. C. Wright } Commissioners

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And this case is continued to this meeting and now the said report being read and considered is accepted.



and the road established as and for a public highway

J. J. Fowler & als Pet for disconting & altering of highways of Southwick and Granville in said County, that Southwick & Granville the public convenience does not require the construction of that portion of the highway leading from Granville near the house of Peril C. Dickinson through the "Notch" so called passing near the house occupied by Horace Weatherbee to a point near the house of Jehan Rising in said Southwick as has been recently ordered to be located and constructed between the house of said Peril C. and the house of said Horace in said Southwick; that the remaining portions of said highway between the house of said Horace and that of said Jehan is crooked and uneven. Wherefore your petitioners pray that that portion of said highway lying between the house of said Peril C. and that of said Horace may be discontinued, and that portion lying between said Horace's house and the house of said Jehan may be altered as the public convenience may require and your honors may see fit and as in duty bound will ever pray

Southwick Mass. Feb'y 1<sup>st</sup> 1864. J. J. Fowler & others.  
The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the fourth Tuesday of December in the year of our Lord one thousand eight hundred and sixty three and was continued to a meeting of said Commissioners holden on the second Tuesday of April in the year of our Lord one thousand eight hundred and sixty four at which meeting the Commissioners deeming a view of the premises expedient, appointed Wednesday the twenty fifth day of May then next and nine o'clock in the forenoon at the store of R. J. Brown in Granville as the time and place for viewing the premises; and



caused a copy of said petition to be served upon  
the clerk of the towns of Southwick and Granville  
being the towns within which such discontinuance  
is prayed for, thirty days at least before the time  
appointed for said view; and also caused abstracts  
of said petition, containing the substance thereof,  
to be posted in two public places in said towns;  
and also gave notice to all persons interested by  
causing a copy of said petition to be published  
three weeks successively in the Springfield  
Weekly Republican a newspaper published in  
said County, said posting and the last publica-  
tion of said copy having been fourteen days at  
least before the time appointed for said view;  
and before said view was had, said Commissioners  
gave notice in like manner as described in  
the foregoing notice of the petition to all persons  
interested, of the time and place for commencing  
said view. And on the said twenty fifth day  
of May the Commissioners met at the time  
and place appointed, and proceeded to view  
the premises, and having viewed the same the  
Commissioners then determined to hear the  
parties at the same time of said view; and  
having heard the parties, said Commissioners  
then proceeded to consider and adjudicate  
upon the prayer of said petition; and after  
considering the same, said Commissioners did  
then and there adjudge that common Conve-  
nience and necessity require that the prayer of  
the petition be granted so far as said petition  
prays for it being from the house of David C.  
Dickinson to the house of Herace Weatherbee and  
that the same be discontinued

Benning Learitt } County  
Daniel G. Potter }  
Chs. C. Wright } Commissioners

as by the report in writing of said view and adjudication  
appears. And this case was continued from meeting to meeting  
to this meeting and now the said report being read and  
considered is accepted and the road discontinued.



234.

Selectmen of Agawam  
Pet. for Allowance for  
building bridge at  
Monkey Place  
26.

To the Honorable Board of County Commissioners for  
the County of Hampden.

The undersigned Selectmen of the town of Agawam respectfully represent that since the division of said town from the town of West Springfield they have paid out the sum of fourteen thousand five hundred and forty three dollars for bridges, the last two of which, viz, the one built last year at Mittenewague and the one this year at the Monkey Place so called are of comparatively but little benefit to a large majority of the tax payers of the town, the one at Mittenewague is most especially for the benefit of the corporations at that place their property lying almost entirely in the town of West Springfield. The one erected this year is located in the extreme North West corner of the town and within a few feet of Westfield line and of but little benefit to any portion of the inhabitants of the town of Agawam, yet at a cost to them of almost \$4000.00. In view of the above stated facts we in behalf of the tax payers of the town of Agawam would respectfully ask that your Honorable Board will refund to the said town a portion of the money expended by them in building the Monkey Bridge inasmuch as other towns in the County are much more benefited by the bridge than any portion of the town of Agawam, all of which petition is respectfully submitted to your Honorable Board to allow such sums as you think they may be entitled to in view of the statements hereby presented

Groveport Marcy

Joseph Pedoltra

Joseph L. Smith.

The foregoing petition was entered at this meeting and now the County Commissioners having considered the above petition do hereby award to the town of Agawam an allowance of Eight Hundred Dollars to be paid from the County Treasury. C. C. Wright, one of the County Commissioners being disqualified by residence in acting in this case, David



Smith Esq one of the Special Commissioners  
was notified and acted in his stead.

Benning Leavitt County  
Daniel G. Potter Commissioner  
David Smith Special Commissioner

George Doughty, John W. Hunt and Samuel Palmer Messrs for Ho. of Correction  
are appointed messrs of the House of Correction for  
the year ensuing.

The votes for Register of Deeds for the County of Hampden Register of Deeds  
Votes Counted re  
being examined and counted on the first Wednesday  
of January A. D. 1865, it appears that James C.  
Russell of Springfield has nine thousand and  
thirty two votes, M. Wells Bridge has <sup>nine</sup> votes, Horace  
C. Lee of Springfield has seven votes, William B.  
Miller of Springfield has five votes, Jonathan  
Olds of Holyoke has one vote, Benning Leavitt  
of Chicopee has one vote, <sup>George Whitney of Springfield has one vote,</sup> J. C. Stebbins of Spring-  
field has one vote, William S. Clivell has one  
vote, James C. Russell having received the highest  
number of votes is declared <sup>to be</sup> elected.

The votes for County Treasurer having been also County Treasurer  
Votes Counted re  
examined and counted on the same day it appears  
that Charles R. Ladd of Springfield has six thousand  
and three hundred and forty two votes, George  
W. Bigelow of Springfield has two thousand  
nine hundred and fifty one votes, Gen. Sheridan  
has one vote. Charles R. Ladd having received  
the highest number of votes is declared to be elected.

On the eleventh day of said January James C. Russell  
appeared and was sworn and gave bond for the faithful  
discharge of the duties of his office.

The said Charles R. Ladd also appeared, was sworn  
and gave bond for the faithful discharge of the duties  
of his office.



Estimated expenses of the County of Hampden  
for the year A. D. 1865 for which a tax will be  
required.

For Payment of Juries at the several Courts	4500.00
" Service of Juries	200.00
" Officers of Court	700.00
" Salary of County & Special Commissioners	1600.00
" Land Damages	4500.00
" Sheriff's Jury	100.00
" Publication of Commissioners Notices	200.00
" Survey of Highways	150.00
" Construction of Roads & Monuments	572.00
Expenses of Jail & House of Correction	
For Provision	5000.00
" Clothing	1000.00
" Fuel & Lights	2000.00
" Beds & Bedding	2200.00
" Salaries at Jail & House of Correction	3200.00
" Repairs " " " "	500.00
" Instruction	300.00
" Furniture	100.00
" Discharged Prisoners	45.00
" Medical Attendance	100.00
Expenses at Court House	
For Messenger	700.00
" Record Books & Stationery & Index	800.00
" Repairs	300.00
" Fuel & Lights	400.00
" Clerk of Courts	300.00
" Salary of Sheriff	800.00
" " " Treasurer	800.00
" Examiners of Accounts	30.00
" Legal Expenses	25.00
" Arrest	300.00
" Criminal Costs.	8000.00
County in debt for orders drawn & estimated on the treasurer	2800.00
	<u>40222.00</u>
Deducting balance in the treasury	11222.00
The tax asked for will be	<u>\$29000.00</u>



Daniel G. Potter } County  
Leah C. Wright }  
Ambrose H. Merrick } Commissioners

The account of the County Treasurer is examined and approved

The sum of seven hundred forty seven dollars and sixteen cents is allowed for damage done to sheep by dogs and for services performed under Chap. 299. of the act of 1864 and the same is ordered to be paid out of the moneys received by the County treasure under the provisions of said Act \$747.16

Sundry accounts against the County being now presented are allowed amounting to the sum of four thousand six hundred dollars and eighty cents and are ordered to be paid from the County treasury. \$4600.80

Hampden S. S. April 4, 1865.

Judgment is entered up according to reports &c, and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest.

Geo H Merrick Clerk



Commonwealth of Massachusetts.  
Hampden S.S.

At a meeting of the County Commissioners  
begun and holden at Springfield within and for  
the County of Hampden on the second Tuesday of April  
being the eleventh day of said month and by adjourn-  
ment on the sixteenth day of May and by adjournment  
on the eighteenth day of May and by adjournment on  
the seventeenth day of June in the year of our Lord  
one thousand eight hundred and sixty five.

Present Daniel A. Potter Chairman County  
Charles C. Wright  
Amos H. Merrick } Commissioners

Emerson Laylord &  
Pet. for alter new  
highway in Chicopee  
J.

To the County Commissioners of the County of Hampden  
The undersigned respectfully represent that the  
County road leading from Central Street Easterly called  
South and East Streets in the town of Chicopee is narrow  
at some points and wide at others and have no definite  
bounds and in some places quite too steep grades.

Therefore we the undersigners of Chicopee respect-  
fully ask your Honorable board to view the road  
and route beginning at the intersection of South  
and Center Streets, running Easterly through  
South and East Streets to its East end, thence to  
lay a road from near the farm of George W. Paine  
Northerly to intersect the County road leading from  
Chicopee to Chicopee Falls, a distance of about two  
miles making such boundaries and grades as the  
abutters and the public may in your judgment require  
Emerson Laylord & others.

The foregoing petition was entered at a meeting  
of the County Commissioners holden at Springfield  
within and for said County on the fourth Tuesday of  
June in the year of our Lord one thousand eight hundred  
and sixty five at which meeting the Commissioners  
deeming a view of the premises expedient, appointed



Tuesday the fourth day of October then next and nine o'clock in the forenoon, at the Court House in Chicopee as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Chicopee being the town within which such boundaries and road are prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Republican, a newspaper published in said county, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said fourth day of October, the commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the further consideration thereof was deferred till the next regular meeting of the commissioners held at Springfield aforesaid, on the first Tuesday of October then next at which meeting the parties were heard, and after the hearing, said commissioners proceed to consider and adjudicate upon the prayer of said petition, and after considering the same, said commissioners did adjudge that the prayer of the petition be granted as by the report in writing of said view and adjudication on file appears, and said commissioners at a meeting holden on the fourth Tuesday of December then next appointed Wednesday the twelfth day of April then next and nine o'clock in the forenoon at the Court House in said Chicopee as the time and place when and where they would meet and proceed to locate and establish said highway.



and the said Commissioners having given notice of the adjudication and the time and place appointed for said location in the same manner as the notice and publication was given and made, and as is by law in such case made and provided before proceeding to view (except publishing an abstract of said petition instead of a copy thereof on the twelfth day of April and by adjournment on the third day of May met and proceeded to locate as follows to wit:— Commencing at a stone monument on the Southerly line of Center Street at the point of intersection with the Northerly line of South Street and running thence on the Northerly line, North  $87^{\circ}$  East 380 feet to a stone monument at the corner of Thomas Price's lot; thence North  $58^{\circ} \frac{1}{2}$  East 370 feet to the Westerly line of Union Street; the street thus far is laid 50 feet wide; thence North  $58^{\circ} - 5'$  East, <sup>120 feet to a stone monument, thence</sup> ~~275 feet~~ to the Westerly side of Cross Street the street on this course widens from 50 feet to 75 feet at the termination of the course; thence across said Cross Street, North  $84^{\circ} \frac{3}{4}$  East  $52^{\frac{3}{4}}$  feet to the Easterly line of said Cross Street, <sup>street at this point 75 feet wide</sup> thence South  $81^{\circ} \frac{1}{2}$  East 329 feet to the East side of School Street; the street <sup>at this point is 65</sup> on the last two courses being laid 75 feet wide; thence South  $81^{\circ}$  East  $141^{\frac{1}{2}}$  feet to the South East corner of Abner B. Abbe's land, the street at this point being ~~reduced~~ in width to 65 feet with a straight line on the opposite side; thence South  $85^{\circ} \frac{1}{4}$  East 291 feet to a stone monument, the street at this point is widened to 94 feet measuring on the West line of Springfield Street; thence across Springfield Street, South  $83^{\circ}$  East 107 feet to a stone monument standing  $10^{\frac{1}{2}}$  feet Southerly of the Southwest corner of Elijah P. Kimball's brick dwelling house; the Street at this point takes the name of East Street, at this point the Street is to be 80 feet wide, thence South  $81^{\circ} - 35'$  East,  $560^{\frac{3}{10}}$  feet to a stone monument; the street at this point to be 55 feet wide; thence South  $81^{\circ} - 38'$  East 532 feet to a stone monument; thence South  $81^{\circ}$  East  $219^{\frac{1}{2}}$  feet to a stone monument; <sup>thence South  $74^{\circ} - 28'$  East 493 feet to a stone monument</sup> thence South  $74^{\circ} - 30'$  East  $642^{\frac{1}{2}}$  feet to a monument;



stone monument; thence South  $74^{\circ}30'$  East 692 feet to a stone monument. At this point the street is 55 feet wide and is the same width all the way from the first monument easterly from Springfield Street; thence running South  $74^{\circ}30'$  East fifty feet to a stone monument, on land of James W. Ames, thence running on the right hand side of the road North  $5^{\circ}50'$  East 525 feet to land of Robert W. Bemis on the right; thence North  $14^{\circ}$  East 777 feet to the highway leading from Chicopee village to Chicopee Falls; the road on the last two courses is located 50 feet wide and Westerly of the line described. And now it is ordered that the said town of Chicopee cause the road aforesaid which is within the limits of the said town of Chicopee to be worked, made and completed in the most faithful and workmanlike manner, and as follows, to wit: The said road must be thoroughly ploughed, where ploughing is practicable, and be thoroughly cleaned of stones stumps and roots. The top soil, where it is unsuitable for making a hard and permanent road, must be removed out of the traveled way, or may be used in embankment, if it be so placed as not to be within twelve inches of the surface of the road when finished. Where the materials within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least twelve inches of good gravel, or some other good material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of 20 feet for the traveled part of the road. Where the subsoil is sand the said traveled part of the road, after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick, and afterward with a top covering of eight inches of good gravel, or some other good material spread evenly over its whole surface. Said road must be judiciously



crowned from the exterior of the sides of the traveled part thereof to its center to the height of twelve inches. And the traveled part thereof must be worked to the width of twenty feet, exclusive of the side slopes and of the ditches; so that carriages and teams may pass with safety and convenience over any and every part of the twenty feet aforesaid. The said traveled part of the road must be worked in the centre of, and parallel to its location, without any regard to the additional widths laid out for materials in constructing the road, except near its angles, which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches, where they are needed must be constructed entirely without the traveled part of the road of twenty feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty four degree, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the centre line of the traveled part of the road, without unnecessary curvatures in their direction and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side. Over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills, where the road is made partly by embankment and partly by excavation, the road must be crowned, in manner before mentioned, from the edge of the interior slope



of the ditch on the uphill side to the centre, and from thence to the exterior or down hill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty five degrees; where the materials are loose gravel or sand, the angle must not exceed thirty degree from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveller; the railing must consist of straight handsome chestnut poles, not less in any part than five inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from centre to centre. Where the sides of embankments are constructed or secured with substantial well laid stone walls, stones two feet high above the face of the road, and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splicings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles or post, at least one foot in length in such manner that the chamfered faces will fit and lie close together, with the iron bolt aforesaid passing directly through the center of said joining or splicing. Or a stone wall built in a substantial and workmanlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be



worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment with the interior or inside thereof, not less than two feet within the edge of the slope of the embankment, and without in any manner obstructing or interfering with said twenty feet for the travelled part of the road. Where the sides of embankments are constructed, or secured with substantial well laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense this kind of structure will be required,) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face then of being perpendicular; the road need be worked to no greater width than twenty four feet on the top or face of the embankment, to furnish a firm support to the railing and the twenty feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial, well laid stone abutments and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of twelve inches in addition; except the span of the arch or arches of a bridge, each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank. Whenever a bridge is covered with plank the top of the planking must be at grade and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty four feet long measured at right angles with the direction of the road and be substantially and properly railed to the height of three feet, and to the



width of not less than twenty feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner with good, firm, straight stone sides, or abutments not less than two feet apart, and eighteen inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be crowned twelve inches in addition. The owners of land over which said road is located, retain the legal right to construct cattle culverts, or farm bridges across and underneath the road for their accommodation and convenience, provided they do not thereby increase the ascent or descent in the grading of the road, as hereafter described, and construct said culverts or bridges in manner prescribed for the bridge; and the said culverts when placed in, must forever after be maintained by such owners, their heirs or assigns, in good repair, and in such condition as to render them safe and convenient for the traveller. In grading the road aforesaid care must be used in front of any dwelling house or other building where an excavation is required to leave the side bank thereof nearest said building in the best shape for placing in a bank wall if the owner of said building shall so elect, otherwise so to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto, provided, however when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling house or other building, it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as perfect and as



nearly in their present shape as may be. Trees  
 that have been planted or reared beside the proposed  
 traveled way by the owners of land over which said  
 location is made, whether for the fruits they yield  
 or the shade and ornament they furnish to the  
 farms adjacent, are not to be removed or injured  
 unless the construction and safety of the road ab-  
 solutely require it. And it is further ordered that  
 all other roads crossing, intersecting or connecting  
 with the road aforesaid be so raised or lowered  
 and so widened at the points of their said cross-  
 ings intersections or connections therewith, as to  
 render them perfectly safe and convenient for the  
 traveler. And it is further ordered that the grading  
 of the road aforesaid which is within the town of  
 Chicopee be so worked as not in any place to exceed  
 the angles of ascent or descent. The admeasurement  
 is given in feet and the decimal parts of a foot.  
 And said grading is as follows, to wit: From Station  
 No 3. Easterly and from a point from the upper end  
 of the bridge or culvert a fill will be required from  
 said point to a point 33 feet Easterly of the East line  
 of Cross Street; grade to be uniform; also a cut  
 will be required on the hill Easterly commencing  
 fifty feet West of School Street and a depth of 12  
 inches at the West line of School Street and termina-  
 ting forty feet East of the West line of School Street,  
 also a cut 53 feet Westerly of Station No 5, it being  
 nearly opposite the house of R. Vanhorn, will be  
 required; and a fill Easterly of said cut; grade to  
 be uniform and not to exceed three degrees; and it  
 is ordered that the highway from Central Street  
 through South and East Streets to near the house of  
 George W. Paine and from thence Northerly until  
 intersecting the Chicopee Falls road be repaired  
 and made agreeable with the printed specifications.  
 Also at the intersection of the Chicopee Falls road  
 a sluiceway will be required of stone sides and cov-  
 ering located over the ditch of the Chicopee road  
 thirty four feet length, two feet width and eighteen  
 inches height in the clear; and the Chicopee road at



this point of intersection so raised as to be safe and convenient for the public travel in passing to and from said new road. The County Commissioners having heard all persons and corporations interested in relation to damages who expressed a desire to be heard thereon considered and adjudged that the sum of four hundred dollars be paid to James T. Ames \$400.00

To Robert C. Bennie thirty dollars \$30.00

All in full compensation for all damages they will sustain in consequence of the aforesaid location of a highway. No other persons appearing to claim damage and in the opinion of the Commissioners none are entitled to damage, therefore none are awarded. The owners of land over which said highway is located are allowed until the first day of September next to remove their fences, trees and grain crops therefrom; and it is ordered that the road be made and completed in a workmanlike manner and to the acceptance of the County Commissioners on or before the twentieth day of October next.

Daniel W. Potter

C. C. Wright

A. N. Merick

County

Commissioners

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted and the road established as and for a public highway.

To the County Commissioners of the County of Hampshire  
Your petitioners, inhabitants of the town of Westfield would respectfully represent that the public convenience and wants require that a road and highway should be laid out and constructed beginning at a point a little South of the house occupied by Richard Tarrow, said house is situated on the road leading from Westfield to Montgomery then run easterly from said point across

Wm. S. Bushvals Pet.  
for a new highway  
in Westfield  
4.



the New Haven and Northampton Rail Road a little South of the house of H. S. Phillips and W. S. Bush's grist mill to the Westfield and Southampton road, said contemplated road is nearly straight from one terminus to the other. Your petitioners would therefore ask that your honors should view the premises and locate and construct said road and highway according to the laws in such cases made and provided, And as in duty bound will ever pray

W<sup>m</sup> S. Bush & others.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the first Tuesday of October in the year of our Lord one thousand eight hundred and sixty five. At which meeting the Commissioners deeming a view of the premises expedient, appointed Wednesday the twenty eighth day of December then next and eight o'clock in the fore noon at the Foster House in said Westfield as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Westfield and the New Haven and Northampton Company being the town within which such road is prayed for thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Westfield News Letter a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said twenty eighth day of December the Commissioners met at the time and



place appointed, and proceeded to view the premises and having viewed the same, proceeded to consider and adjudicate upon the prayer of said petition, and after considering the same said commissioners did adjudge that the prayer of said petition should be granted, as by the report in writing of said view and adjudication on file appears, and said commissioners thereupon appointed Tuesday the eighteenth day of April then next and nine o'clock in the forenoon at the Foster House in said Westfield as the time and place when and where they would meet and proceed to locate said highway, and the said commissioners having given notice of the adjudication and the time and place appointed for locating in the same manner as the notice and publication was given and made, and is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof) on the said eighteenth day of April met and proceeded to locate as follows. Beginning at a stone on the clay Hill road and running North  $44^{\circ} 44' W.$  585 feet to a stone 23 feet Southerly of the corner of the Grist Mill, thence North  $64^{\circ} W.$  778 feet to a stone on the top of the hill on land of Ralph Day, thence North  $71^{\circ} 03' W.$  571 feet to a stone at land of Richard Turner, thence North  $89^{\circ} 15' W.$  678 feet to a stone at the easterly side of the road leading from Westfield to Montgomery, the road being laid on right hand or Northerly side and being fifty feet wide. And now it is ordered that the said town of Westfield cause the road aforesaid which is within the limits of the said town of Westfield to be worked, made and completed in the most faithful and workmanlike manner and as follows to wit: The said road must be thoroughly ploughed when ploughing is practicable, and be thoroughly cleared of stones, stumps and roots. The top soil, where it is unsuitable for making a hard and permanent road



must be removed out of the traveled way, or may  
 be used in embankment, if it be so placed as  
 not to be within twelve inches of the surface of  
 the road when finished. Where the materials  
 within the traveled part of the road are unsuit-  
 able for making a hard and durable road  
 and the subsoil under the same is of a loamy  
 or clayey character, a top covering of at least  
 10 inches of good gravel, or some other good ma-  
 terial (the best that can be obtained in the vi-  
 cinity whether within or without the location of  
 the road) will be required over the whole width of  
 20 feet for the traveled part of the road. Where the  
 subsoil is sand, the said traveled part of the road  
 after being properly graded must be uniformly  
 covered over its whole width with a coat of loam  
 four inches thick, and afterward with a top  
 covering of eight inches of good gravel, or some  
 other good material spread evenly over its whole  
 surface. Said road must be judiciously crowned  
 from the exterior of the sides of the traveled part  
 thereof to its center to the height of 12 inches. And  
 the traveled part thereof must be worked to the  
 width of 20 feet exclusive of the side slopes and  
 of the ditches; so that carriages and teams may  
 pass with safety and convenience over any and  
 every part of the twenty feet aforesaid. The said  
 traveled part of the road must be worked in  
 the center of, and parallel to its location, without  
 any regard to the additional widths laid out  
 for materials in constructing the road, except  
 near its angles, which must be judiciously round-  
 ed, so as to render its turnings as gradual and  
 easy as practicable. In grading the road, care must  
 be taken to avoid unnecessary undulations and  
 in no instance can an angle of ascent or descent  
 in the direction of the road be allowed of greater  
 magnitude than is hereafter mentioned. The side  
 ditches when they are needed must be constructed  
 entirely without the traveled part of the road of 2  
 feet as aforesaid, and must be made by sloping from



the exterior line of the traveled part of said road two and a half feet, at an angle of twenty four degrees, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the center line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side. On swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills, where the road is made partly by embankment and partly by excavation, the road must be crowned in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the center, and from thence to the exterior or downhill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty five degrees; where the materials are loose gravel or sand, the angle must not exceed thirty degrees from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveler; the railing must consist of straight handsome chestnut poles not less in any part than five inches in diameter and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet and not more than twelve feet distant from each other from center to center. Where the sides



of embankments are constructed or secured with substantial well-laid stone walls, stones two feet high above the face of the road, and not less than eighteen inches in diameters at their base may be substituted for the stone posts aforesaid. All joinings or splicings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles or joists, in such manner that the chamfered faces will fit and lie close together, with the iron bolt aforesaid passing directly through the centres of said joining or splicing. Or a stone wall built in a substantial and workmanlike manner two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing to be firmly and permanently placed in the embankment with the interior or inside thereof not less than 2 feet within the edge of the slope of the embankment and without, in any manner obstructing or interfering with said 20 feet for the traveled part of the road. Where the sides of embankments are constructed, or secured with substantial well-laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense, this kind of structure will be required,) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular; the road need be worked to no greater width than twenty four feet on the top or face of the embankment, to furnish a firm support to the railing and the twenty feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges



must be constructed with substantial well laid stone abutments, and be covered with the same material with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of 12 inches in addition; except the span of the arch or arches of a bridge, each exceed three feet in the clear when it may be covered with good chestnut or white oak, three inch plank. Whenever a bridge is covered with plank the top of the planking must be at grade, and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty four feet long, measured at right angles with the direction of the road and be substantially and properly railed to the height of three feet and to the width of not less than 20 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner, with good, firm, straight stone sides, or abutments not less than two feet apart and 18 inches high, and be covered with the same material with a top covering of not less than twelve inches of good gravel or some other good material and the road over said sluiceways must be crowned 10 inches in addition. The owners of land over which said road is located retain the legal right to construct cattle culverts or farm bridges across and underneath the road for their accommodation and convenience provided they do not thereby increase the ascent or descent in the grading of the road as hereafter described, and construct said culverts or bridges in manner prescribed for the bridge and the said culverts when placed in must forever after be maintained by such owners their heirs or assigns, in



good repair and in such condition as to render them safe and convenient for the traveler. In grading the road, care must be used in front of any dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said building, in the best shape for placing in a bank wall if the owner of said building shall so elect, otherwise ~~so~~ to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto; provided however when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling house or other building, it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be. Trees that have been planted or reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it. And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings, intersections or connections therewith, as to render them perfectly safe and convenient for the traveler. And it is further ordered that the grading of said road aforesaid which is within the town of Westfield be so worked as not in any place to exceed the angles of ascent or descent from a horizontal line hereafter mentioned. The grade pins are all placed in the center of the location are all driven down to near the surface of the earth and the summits or tops of said pins are the points



of admeasurement for ascertaining the amount of excavation or embankment. The summits or tops of those pins that are at grade, in connection with the line of inclination, represent the base of the traveled part of the road, and the crowning of 10 inches required by this order is in all cases, to be considered as placed on or above the tops or summits of said pins and line. The grade pins that are mentioned in this description as being numbered, have a stake driven by the side of them, bearing the same number as the side stake opposite said grade pin and accompanying stake. The admeasurement is given in feet and decimal parts of a foot. And said grading is as follows, to wit:

And in construction of said road the grade is no case to exceed  $3\frac{1}{2}$  degrees, also that said road is to be worked on the center of lay. The County Commissioners having heard all persons and corporations interested in relation to damages who expressed a desire to be heard thereon consider and adjudge that the sum of seven dollars (\$7.00) be paid to Ira Lernans Jr., the sum of one hundred and seventy six (\$176.00) dollars be paid to Ralph Day and the sum of one hundred and fifty (\$157.50) seven dollars and fifty cents be paid to Richard Farrow - all in full compensation for all damages they will sustain in consequence of the aforesaid location of a highway. No other persons or corporations in the opinion of the Commissioners being entitled to damage have an awarded. The several owners of land over which said highway is located are allowed until the first day of July A. D. 1865 to move their timber fences trees, crops and buildings therefrom. And it is ordered that said road be worked and made safe and convenient for travelers to pass over with their horses and carriages cattle and teams and that it be made and completed by the town of Westfield before the first day of October A. D. 1865 to the acceptance



of the County Commissioners.

D. G. Potter } County  
C. C. Wright }  
A. N. Merrick } Commissioners.

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And this case was continued to this term and now the said report being read and considered is accepted and the road established as and for a public highway.

Justin Cely & others. To the County Commissioners of the County of Hampden  
for a highway in West Springfield. The subscribers, citizens of West Springfield respectfully  
West Springfield fully represent that public necessity and convenience requires that a public highway should be  
laid out and constructed beginning at the house  
of Thomas McBarty in said West Springfield  
and near the Agawam river and running  
Easterly to intersect the highway leading from the  
Common in said West Springfield to the toll  
bridge. And your petitioners further say that  
an application has been made to the Selectmen  
of said West Springfield for the laying out and  
construction of said highway, and that they have  
refused to take action on said application. Your  
petitioners therefore ask that after viewing the  
route proposed you will take such action in  
the premises as the public interests require.

Justin Cely & others.

The foregoing petition was entered at a meeting  
of the County Commissioners holden at Springfield  
within and for said County on the fourth  
Tuesday of December in the year of our Lord  
one thousand eight hundred and sixty four.

At which meeting the Commissioners deeming a  
view of the premises expedient appointed Tuesday  
the fourth day of April then next and one o'clock in  
the afternoon at the Court House in Springfield as  
the time and place for viewing the premises; and  
caused a copy of said petition to be served upon



the clerk of the town of West Springfield being  
the town within which such new road is prayed  
for, thirty days at least before the time appointed  
for said view; and also caused abstracts of said  
petition, containing the substance thereof to be  
posted in ten public places in said town; and  
also gave notice to all persons interested by causing  
a copy of said petition to be published three  
weeks successively in the Springfield Republican  
a newspaper published in said county, said  
posting and the last publication of said copy  
having been fourteen days at least before the  
time appointed for said view; and before said  
view was had, said commissioners gave no-  
tice in like manner as described in the fore-  
going notice of the petition, to all persons inter-  
ested of the time and place for commencing  
said view. And on the said fourth day of April  
the commissioners met at the time and place  
appointed, and proceeded to view the premises  
and having viewed the same, the commissioners  
then determined to hear the parties at the same  
time of said view; and having heard the parties  
said commissioners then proceeded to consider  
and adjudicate upon the prayer of said petition  
and after considering the same, said com-  
missioners did then and there adjudge that  
common convenience and necessity require that  
the petition should not be granted.

Daniel G. Potter  
C. C. Wright } County  
A. N. Merrick } Commissioners

As by the report in writing of said view and  
adjudication on file appears. All of which by the  
report of said commissioners filed among the  
proceedings on the aforesaid petition fully appears.  
And this case is continued to this term and  
now the said report being read and considered  
is accepted and the petition dismissed.



William Melcher & al. Pet. for alter, & new location of Highway in West Springfield.

To the County Commissioners of the County of Hampden  
The undersigned respectfully represent that the County  
road in West Springfield leading from the foot of  
the Stebbins hill so called, to the dwelling house of  
Hiram Carter needs to be relocated, that the lines  
of its original location are difficult to determine  
also that the highway leading from the above mentioned  
road to near the house of David Ashley requires al-  
teration. They therefore pray that you would view  
said premises and alter and relocate said highway  
as the public good may require.

West Springfield October 24, 1864.

William Melcher & others

The foregoing petition was entered at a meeting of the  
County Commissioners holden at Springfield within  
and for said County on the fourth Tuesday of Decem-  
ber in the year of our Lord one thousand eight  
hundred and sixty four. At which meeting the  
Commissioners, deeming a view of the premises ex-  
pedient, appointed Wednesday the nineteenth day  
of April then next and nine o'clock in the forenoon  
at Agawan House in West Springfield as the time  
and place for viewing the premises; and caused a  
copy of said petition to be served upon the clerk of  
the town of West Springfield being the town within  
which such petition is prayed for, thirty days at  
least before the time appointed for said view; and  
also caused abstracts of said petition, containing  
the substance thereof, to be posted in two public places  
in said town; and also gave notice to all persons in-  
terested by causing a copy of said petition to be  
published three weeks successively in the Union  
a newspaper published in said County, said posting  
and the last publication of said copy having been  
fourteen days at least before the time appointed for  
said view; and before said view was had said Com-  
missioners gave notice in like manner as described  
in the foregoing notice of the petition, to all persons  
interested, of the time and place for commencing  
said view. And on the <sup>said</sup> nineteenth day of April the  
Commissioners met at the time and place appointed



and proceeded to view the premises, and having viewed  
the same, the Commissioners then determined to  
hear the parties at the same time of said view;  
and having heard the parties, said Commissioners  
then proceeded to consider and adjudicate  
upon the prayer of said petition; and after con-  
sidering the same said Commissioners did  
then and there adjudge that, common conven-  
ience and necessity require that the prayer of  
the petitioners should be granted as by the report  
in writing of said view and adjudication on file  
appears, and at the time of view on the above  
petition, no person or persons appearing to object  
said Commissioners proceeded to locate <sup>as follows</sup>  
commencing at the Westerly line of Main Street  
formerly called "Ramafoque" in West Springfield  
center, and running thence on the Northerly line  
of the County Road leading to Westfield; South  
76° West 58 feet to the South West corner of the  
Brick building known as J & C. Ely's Store; thence  
same course 1317 feet to a brown stone monument  
erected by the Selectmen of West Springfield in  
1859; thence the same course 183 feet to a granite  
monument by land of David Ashley; the first  
784 feet of this line the highway is 3 rods wide  
and marked by monuments; and thence to the  
brown stone monument the Southerly line  
widens from 3 rods to 4 rods, continuing 4 rods  
wide; thence South 70½° West 300 feet to a  
granite monument by land of said Ashley;  
thence South 75° 25' West 499 feet to a granite  
monument by land now or formerly owned by  
Julius Day; thence South 86° 5' West 310 feet  
to a granite monument on the Easterly line of the  
Old "Kings highway" <sup>BOULEVARD</sup> leading from the top of the  
sand hill to "Piper". The Westfield Road on this  
course widens from the commencement of this  
course and its extra width is 90 feet at the sand  
hill road measuring on the Easterly line of that  
road; then pursuing the same course South 86° 5'  
West 157½ feet across the sand hill road to a



granite monument on the Westerly line thereof; thence same course  $1068\frac{1}{2}$  feet to a granite monument in the drive way to James L. Burgess house lot; thence North  $68^{\circ}$  West  $240\frac{1}{4}$  feet to a brown stone monument at South West corner of the School house lot; thence North  $63^{\circ}$  West,  $149\frac{1}{4}$  feet <sup>to a granite monument</sup> by the Easterly line of a new street; thence North  $54\frac{3}{4}^{\circ}$  West  $584$  feet to a granite monument opposite the mouth of a street formerly laid out by the County Commissioners near the top of the hill; thence North  $46^{\circ}$  West  $870\frac{1}{2}$  feet to a granite monument; thence North  $50^{\circ}$   $50\frac{1}{2}^{\circ}$  West  $200$  feet to a granite monument; thence North  $55\frac{1}{2}^{\circ}$  West  $883$  feet to a granite monument intersecting the old "Kings highway" leading from the Connecticut River toward Westfield. The foregoing survey is made in accordance with the original laying out of the road by the County of Hampshire in 1799 and with the alterations made by the County of Hampden in 1827 and 1848 as the several records appear, the line being hereby run on the Northerly side, and the highway being 3 rods wide for the first 784 feet and thereafter widening to 4 rods at the distance of 1317 feet from the place of beginning, and continuing 4 rods wide throughout, except the extra width as ordered in 1848 on the top of the hill, and the last 189 feet of the last course above mentioned which widens from 66 feet to 100 feet at the termination thereof. Then following the old "Kings highway" and transferring the survey to the opposite side of the highway at right angles to the last line and running thence, North  $66^{\circ}$  West  $129$  feet to a granite monument; thence South  $88\frac{3}{4}^{\circ}$  West  $251$  feet to a granite monument standing 12 feet Northerly from land occupied by Noahiah Smith; thence South  $88^{\circ}$  West  $865$  feet to a granite monument by said Smith's fence, the highway at this point being 139 feet wide; thence same course  $550$  feet to a granite monument by Elijah Ashley's fence the highway at this point is reduced to 100 feet



the opposite line being straight; thence South  
 $79\frac{3}{4}^{\circ}$  West 571 feet to a granite monument  
by the division line between lands of Justus  
Smith and Hiram Carter, the highway con-  
tinuing 100 feet wide; thence South  $82^{\circ}$  West  
410 feet to a granite monument standing at the  
North West corner of Hiram Carter's garden; the  
width at this point is reduced to 90 feet; the  
opposite line being straight; thence North  $77^{\circ}$   
West 128  $\frac{3}{4}$  feet to a granite monument; at this  
point the street is reduced to 75 feet in width  
the line being straight on the opposite side;  
thence North  $72^{\circ}$  West 200 feet to a granite  
monument by land of Hiram Carter, the street  
at this point being reduced to 66 feet in width,  
the line being straight on the opposite side; thence  
North  $66^{\circ}$  West 408 feet to a granite monu-  
ment on the East bank of Black Brook near  
the bridge, the street on this course being 66  
feet wide. Then returning to the closing course  
of the first mentioned highway which is 883  
feet long intersecting with the King's highway  
and running the Northerly line commencing  
at the granite monument mentioned in the  
close of said survey, and running thence North  
 $11^{\circ}$  East 139 feet to a ditch which marks the  
North line of said highway and running thence  
by said ditch, North  $85\frac{1}{2}^{\circ}$  West 100 feet; thence  
North  $82\frac{1}{2}^{\circ}$  West 100 feet; thence North  $81\frac{1}{2}^{\circ}$  West  
100 feet; thence North  $81\frac{3}{4}^{\circ}$  West by said ditch  
256 feet to land of Edward Dahm; thence by  
said Dahm's land South  $3^{\circ} 18''$  West 99 feet;  
thence by said Dahm's land South  $87\frac{1}{4}^{\circ}$  West  
742  $\frac{1}{2}$  feet to land of Ellbridge Smith opposite  
the point where this highway is before stated  
to be 139 feet in width. Sand hill Road. Survey  
commences on the West side at its intersection  
with the South line of the Westfield road, and runs  
South  $48^{\circ}$  East 889 feet to a granite monument  
at the South East corner of land of the Agawan  
Canal Company; then returning to the South line

✓ SOUTH BOULEVARD



of the Westfield road at a point 196 feet East of the point of beginning above named, and running thence on the East side of the highway South  $42\frac{1}{2}^\circ$  East 90 feet to the Northwest corner of Charles Tubbs' land; thence the same course 665 feet to a point opposite the close of the West line survey and 70 feet distant therefrom; then commencing a center line survey and running South  $46^\circ 35'$  East 200 feet to the Water Bar on the top of the sand hill, the highway on this course is 70 feet wide; thence down the sand hill on a center line, South  $46^\circ$  East 250 feet, the highway on this course widens to eighty feet at its close; thence South  $33\frac{1}{4}^\circ$  East 364 feet to a point 50 feet West of the granite monument set for the Northernly line of West Springfield Common, and the highway is widened at this point to 100 feet; thence the same course 48 feet to the Northernly line of the road 50 feet wide which goes down to the grist mill, the highway continuing 100 feet wide.

Daniel G. Potter } County  
 C. C. Wright }  
 A. N. Merrick } Commissioners

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And this case was continued to this term and now the said report being read and considered is accepted, and the road established as and for a public highway.

J. Adams & al. Pet.  
 for alteration of highway  
 in Chicopee

7

To the County Commissioners of the County of Hampden  
 Respectfully represent your petitioners that the public convenience requires the laying out and altering of a public highway leading from South Street to West Street in the village of Chicopee in said County of Hampden, known as School Street and pray that your board will view and take such action in the premises as law and justice shall require, as in duty bound will ever pray.  
 Chicopee Hampden County, Mass. August 17, 1864  
 J. Adams & others.



The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the fourth Tuesday of December in the year of our Lord one thousand eight hundred and sixty four. At which meeting the Commissioners, deeming a view of the premises expedient, appointed Wednesday, the third day of May then next and nine o'clock in the forenoon at Cabot House in Chicopee as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Chicopee being the town within which such petition is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Union, a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the third day of May, the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the same time of said view; and having heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same said Commissioners did then and there adjudge that common convenience and necessity require that the prayer of said petition should be granted and at the time of view on the above petition, no person or persons appearing to object, said Commissioners



proceeded to locate as follows. Beginning at a stone monument at the intersection of the Easterly line of School Street and the Northerly line of South Street. Width of Street at point of beginning 40 feet and running on the Easterly line  $N. 24^{\circ} 15' W.$   $2 \frac{7}{100}$  chains to the N. W. corner of L. Mossman's door yard to a stone, width of street at this point thirty seven  $\frac{1}{2}$  feet, thence  $N. 17^{\circ} 15' W.$   $1 \frac{2}{100}$  chains to the corner of the brick underpinning of a dwelling house. Width of street thirty eight and one half feet, then  $N. 18^{\circ} W.$   $5 \frac{86}{100}$  chains to N. W. corner of Spring Street, width of street forty one feet, then  $N. 25^{\circ} 45' W.$   $1 \frac{1}{100}$  chains to the South corner of Albert M. Moors homestead, width of street at this point, forty one feet. then  $N. 45^{\circ} 45'$   $19 \frac{3}{100}$  chains to the Easterly side of Center Street, width forty two feet, then North  $44^{\circ} 10' W.$   $0 \frac{74}{100}$  chains to Westery side of Center Street, width forty feet, then  $N. 49^{\circ} 15' W.$   $2 \frac{7}{100}$  to a stone, width forty seven feet, then North  $80^{\circ} 15' W.$   $6 \frac{ch}{100}$  or chains to the East side of Perkins Street, width forty feet, then  $N. 74^{\circ} 10' W.$   $0 \frac{73}{100}$  chains to the West side of Perkins Street, width forty feet. thence following the old lay as appears on record except that the same shall be not less than forty feet in width. No persons or corporations in the opinion of the Commissioners being entitled to damages none are awarded.

D. G. Potter } County

Chas. C. Wright }

A. N. Menick } Commissioners

All of which by the report of said Commissioners filed among the proceedings on the petition fully appears. And this case was continued to this term and now the said report being read and considered is accepted and the road established as and for a public highway.

County Tax

In conformity with a resolve of the General Court granting a tax of twenty nine thousand dollars for the County



of Hampden the same is apportioned upon the several towns in said County in manner following

Agawam	\$721.79	Montgomery	\$144.36
Blandford	481.19	Palmer	1146.85
Brimfield	617.53	Russell	200.50
Cheshire	433.08	Gouthwick	529.31
Chicopee	2855.09	Springfield	11428.37
Granville	489.21	Dolland	256.64
Holland	120.30	Wales	232.58
Holyoke	2221.51	Westfield	2823.01
Longmeadow	842.09	West Springfield	1106.75
Ludlow	417.04	Wilbraham	785.95
Mendon	1146.85		
			\$29000.00

The County Treasurer is authorized to borrow a sum not exceeding ten thousand dollars in anticipation of the taxes and to give the notes of the County therefor.

F. E. Kiamey is licensed as an innholder and common victualler at his house in Holland.

The sum of one hundred eight dollars and twenty five cents is allowed for damages to land taken in the location of highways and the same is ordered to be paid from the County treasury.

\$108.25

Sundry accounts against the County being now presented for allowance amounting to the sum of three thousand five hundred and five dollars and forty one cents are allowed and ordered to be paid from the County treasury

\$3505.41

Hampden Co. June 17. 1865.

Judgment is entered up according to reports &c and all matters not acted upon are ordered to be continued and this meeting is adjourned without day

Attest

Wm J Morris Clerk



Commonwealth of Massachusetts.  
Hampden Co.

At a meeting of the County Commissioners begun and holden at Springfield within and for the County of Hampden on the fourth Tuesday of June being the twenty seventh day of said month and by adjournment on the thirtieth day of said month and by adjournments from time to time to the twenty second day of September A.D. 1865

Present Daniel G. Potter Chairman

Charles C. Wright

Ambrose H. Merrick

County Commissioners

Elijah Lombard & al  
Pet. for a new highway  
in Brimfield  
14.

To the County Commissioners of the County of Hampden.  
The undersigned would respectfully represent that public convenience and necessity require that a new highway should be constructed in the easterly part of Brimfield to commence on the County road, near the house of Elijah Lombard and run Westerly and intersect the road leading from Brimfield to Holland, near the North line of land of Elias L. Snow. We therefore request you to view the premises and make such alteration of new road as the public good requires.

Brimfield May 10<sup>th</sup> 1865

Elijah Lombard & others

The foregoing petition was entered at this meeting and now, the Commissioners deeming a view of the premises expedient, appoint Thursday the seventeenth day of August next and ten o'clock in the forenoon at the Brimfield Hotel in Brimfield as the time and place for viewing the premises, and cause a copy of said petition to be served upon the Clerk of the town of Brimfield being the town within which such alteration is prayed for thirty days at least before the time appointed for said view, and also cause abstracts of said petition containing the substance thereof, to be posted in two public places in



said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Weekly Union, a newspaper published in said county, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested, of the time and place for commencing said view. (And on the said seventeenth day of August, the commissioners met at the time and place appointed and proceeded to view the premises, and having viewed the same the parties were heard, and after the hearing said commissioners proceed to consider and adjudicate upon the prayer of said petition and after considering the same said commissioners did adjudge) And now the said petition is dismissed.

Hampden S. S. County Commissioners Meeting June 27, 1865

Ordered that there be paid to Matthew Sutcliff as damages to land taken in the location of the highway on the petition of William Newton and others the sum of two hundred thirty three dollars and thirty four cents (233.34) being the one third allowed in the report of location as to be paid from the County treasury together with the one third to be paid by parties benefited by the location of said road and a warrant is to be drawn on the County treasury for said sum of two hundred thirty three dollars and thirty four cents

Chas. C. Wright County  
A. H. Murch Commissioners

The sum of one thousand seven hundred eighty seven dollars and seven cents is allowed for damages to

\$1787.07



251

land taken in the location of highways and the same is ordered to be paid from the County Treasury

4324.35

Findly accounts against the County being now presented for allowance amounting to the sum of four thousand three hundred twenty four dollars and thirty five cents are allowed and ordered to be paid from the County Treasury

Hampden S. I. September 22<sup>nd</sup> 1865.

Judgment is entered up according to reports &c, and all matters not acted upon are ordered to be continued, and this meeting is adjourned without day.

Attest

Geo Morris Clerk



Commonwealth of Massachusetts.  
Hampden Co.

At a meeting of the County Commissioners  
begun and holden at Springfield within  
and for the County of Hampden on the first  
Tuesday of October being the third day of said  
month and by adjournment on the thirteenth  
day of said month and by adjournment on  
the thirtieth day of said month to the thirty  
first day of said month and by adjournment  
on the eighteenth day of November and by ad-  
journment on the second day of December in  
the year of our Lord one thousand eight hun-  
dred and sixty five.

Present Daniel W. Potter Esq County  
Charles C. Wright "  
Ambrise N. Merrick " } Commissioners

To the County Commissioners of the County of Hampden Norman Adams & al. Rec.  
Whereas the highway leading from Cornis Street for about a dozen of  
in Southwick to Southwick village is crooked highway in Southwick  
and hilly and needs some alterations by widening  
grading or laying anew as in your judgment  
may be thought best, and we the subscribers  
think that a nearer and better way could be  
made by going a more southerly route, and we  
ask your honorable board will order a view as  
soon as convenient, beginning at the corner of the  
road near George Hills, thence running on or  
near the old road to near the house of Lucien  
Bacon, thence South Easterly to near the houses of  
Rainer Rising and Quarters Black to said  
Southwick village, and also to discontinue any  
roads made useless by said alterations as in duty  
bound will ever pray  
Norman Adams & others

Southwick August 17. 1864



The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the fourth Tuesday of June in the year of our Lord one thousand eight hundred and sixty four, at which meeting the Commissioners deeming a view of the premises expedient appointed Wednesday, the fifth day of October 1864 and by adjournment the seventeenth day of May then next and ten o'clock in the forenoon at the house of Apollas Lambson in Southwick as the time and place for viewing the premises, and caused a copy of said petition to be served upon the Clerk of the town of Southwick, being the town within which such allegations are prayed for thirty days at least before the time appointed for said view; and also caused abstracts of said petition containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Republican, a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested of the time and place for commencing said view. And on the said seventeenth day of May the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the further consideration thereof was deferred till the next regular meeting of the Commissioners, held at Springfield aforesaid on the fourth Tuesday of June then next, at which meeting the parties were heard, and after the hearing said Commissioners proceed to consider and



adjudicate upon the prayer of said petition  
and after considering the same said com-  
missioners did adjudge that the prayer  
of the petitioners be granted in part, as by the  
report in writing of said view and adjudi-  
cation on file appears and said commission-  
ers thereupon appointed Friday the first  
day of September then next and ten o'clock  
in the forenoon at the house of Raneu Rising  
in said Southwick as the time and place  
when and where they would meet and pro-  
ceed to locate &c, and the said commission-  
ers having given notice of the adjudication  
and the time and place appointed for location  
and alterations in the same manner as the  
notice and publication was given and made  
and as is by law in such case made and  
provided, before proceeding to view (except  
publishing an abstract of said petition  
instead of a copy thereof) on the said first  
day of September met and proceeded to  
locate as follows. Commencing at a stone mon-  
ument on the Southerly side of the Hill Side  
Road from Lornis Street to Southwick Center  
on land of Lucien Bacon - then running  
South fifteen and a quarter degrees East,  
three hundred and thirty three feet to a  
stone: - Then South twenty seven and three  
quarter degrees East, four hundred and eighty  
eight feet to a stone at the North easterly  
corner of Lucien Bacon's barn: - Then South  
one and one twelfth degree West, three hundred  
and seven and a half feet to a stone: - Then  
South fourteen and one third degrees East  
one hundred and five feet to a stone: - Then South  
thirty degrees East, seven hundred and three  
feet to a stone on or near the line between Lucien  
Bacon and Raneu Rising's land: - Then South  
twenty six and one third degrees East, seven hundred  
feet to a stone: - Then South twenty five and a  
quarter degrees East four hundred and seventy



five feet to a stone. Then South sixty five and  
 two thirds degrees East two hundred and  
 eighty eight feet to a stone bearing from the  
 center of a large elm tree in front of Raynor  
 Rising's Dwelling. South sixty seven degrees  
 East forty one feet distant. Then South forty  
 one and one third degrees East, one hundred  
 and ninety one feet to a stone. Then South  
 thirty eight and a quarter degrees East two  
 hundred feet to a stone. Then South twenty  
 nine and a quarter degrees East five hundred  
 and ninety two feet to a stone. Then South  
 thirty seven and a half degrees East, three  
 hundred and ninety eight feet to a stone.  
 Then South thirty seven and three quarter  
 degrees East, three hundred and sixty two feet  
 to a stone. Then South fifty three and a  
 half degrees East, one hundred and thirty  
 feet to a stone. Then South seventy three  
 degrees East, sixty nine feet to a stone. Then South  
 eighty seven degrees East, two hundred and  
 sixty feet to a stone. Then North seventy four  
 and one sixth degrees East, one hundred and  
 ninety eight feet to a stone. Then North sixty  
 four and three quarter degrees East, two hun-  
 dred and two feet to a stone. Then North eighty  
 eight and a half degrees East fifty feet to a stone.  
 Then South seventy eight and five sixths de-  
 grees East, five hundred and fifteen feet to a  
 stone. Then South eighty two degrees East two  
 hundred and thirty two feet to a stone. Then  
 South eighty and three quarter degrees East,  
 two hundred and sixteen feet to a stone. Then  
 South eighty two and one sixth degrees East two  
 hundred and fifty three feet to a stone bearing  
 from the North West corner of the foundation  
 of George Wood's Dwelling House, North fifty eight  
 and two thirds degrees West, thirty four and  $\frac{1}{2}$   
 feet distant. Then North eighty seven and two  
 thirds degrees East ninety three feet to a stone.  
 Then North seventy six degrees East two hundred



and sixty four feet to the Northwesterly corner  
of a large rock. Then North eighty three and  
two thirds degrees East, two hundred and  
eight feet to a stone monument on the West-  
erly side of the aforesaid Hill Side Road near  
the Dwelling House of Quarters Black. The lines  
are run and the bounds are set on the South  
or right hand side of the foregoing highway  
and the same is laid three rods wide. And  
now it is ordered that the said town of  
Southwick cause the road aforesaid which  
is within the limits of the said town of South-  
wick to be worked, made and completed in  
the most faithful and workmanlike manner  
and as follows, to wit: The said road must  
be thoroughly ploughed, where ploughing is  
practicable, and be thoroughly cleared of stones  
stumps and roots. The top soil, where it is  
unsuitable for making a hard and perma-  
nent road, must be removed out of the  
traveled way, or may be used in embankment  
if it be so placed as not to be within twelve  
inches of the surface of the road when fin-  
ished. Where the materials within the  
traveled part of the road are unsuitable  
for making a hard and durable road,  
and the subsoil under the same is of a  
loamy or clayey character, a top covering  
of at least eight inches of good gravel or  
some other good material (the best that  
can be obtained in the vicinity, whether  
within or without the location of the road)  
will be required over the whole width of eight  
een feet for the traveled part of the road. Where  
the subsoil is sand, the said traveled part of  
the road, after being properly graded, must  
be uniformly covered over its whole width with  
a coat of loam four inches thick, and after-  
ward with a top covering of eight inches of good  
gravel, or some other good material, spread  
evenly over its whole surface. Said road must be



judiciously crowned from the exterior of the sides of the traveled part thereof to its center to the height of twelve inches. And the traveled part thereof must be worked to the width of eighteen feet exclusive of the side slopes and of the ditches; so that carriages and teams may pass with safety and convenience over any and every part of the eighteen feet aforesaid. The said traveled part of the road must be worked in the center of, and parallel to its location, without any regard to the additional widths laid out for materials in constructing the road except near its angles, which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches, where they are needed must be constructed entirely without the traveled part of the road of eighteen feet as aforesaid and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty four degrees, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the center line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side, over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. On the



side of hills, where the road is made partly by embankment and partly by excavation the road must be crowned in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the center, and from thence to the exterior or downhill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty five degrees; where the materials are loose gravel or sand, the angle must not exceed thirty degrees from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveller, the railing must consist of straight handsome chestnut poles, not less in any part than five inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from center to center. Where the sides of embankments are constructed or secured with substantial well-laid stone walls, stones two feet high above the face of the road, and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splittings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles or joists at least one foot in length, in such manner that the chamfered faces will fit and lie close together, with the iron bolt aforesaid passing directly through the center of said joining or splitting.



Or a stone wall built in a substantial and workmanlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment with the interior or inside thereof, not less than two feet within the edge of the slope of the embankment and without, in any manner obstructing or interfering with said eighteen feet for the traveled part of the road. When the sides of embankments are constructed, or secured with substantial, well-laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense, this kind of structure will be required) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular, the road need be worked to no greater width than twenty four feet on the top or face of the embankment, to furnish a firm support to the railing and the twenty feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial, well laid stone abutments and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and a covering of the road of 12 inches in addition, except the span of the arch or arches of a bridge each exceed three feet in the clear, when it may be covered with good chestnut or white oak three inch plank. Whenever a bridge is covered with plank, the top of the planking must be at



grade, and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty four feet long, measured at right angles with the direction of the road, and be substantially and properly railed to the height of three feet, and to the width of not less than eighteen feet, between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner with good, firm, straight stone sides, or abutments not less than two feet apart and eighteen inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road on said sluiceways must be covered eight inches in addition. The owners of land over which said road is located, retain the legal right to construct cattle culverts, or farm bridges across and underneath the road for their accommodation and convenience, provided they do not thereby increase the ascent or descent in the grading of the road as hereafter described, and construct said culverts or bridges in manner prescribed for the bridge; and the said culverts when placed in must forever after be maintained by such owners, their heirs or assigns in good repair, and in such condition as to render them safe and convenient for the traveler. In grading the road aforesaid, care must be used in front of any dwelling house or other building where an excavation is required to leave the side bank thereof nearest said building in the best shape for placing in a bank wall if the owner of said



building shall so elect, otherwise so to slope  
 such side bank as to cause the least possible  
 injury to said building or the appurtenances  
 thereto; provided, however, when such passage  
 ways cannot be made safe and convenient  
 by sloping as aforesaid, culverts shall be con-  
 structed for that purpose. Whenever an em-  
 bankment is directed in front of a dwelling  
 house or other building, it must be constructed  
 and sloped on that side of the traveled way  
 nearest said building in such manner as to  
 render the road safe without the aid of railing  
 (for in such case no railing can be allowed)  
 and in such manner as to leave all passage  
 ways to and from said building as perfect  
 and as nearly in their present shape as may  
 be. Trees that have been planted or reared  
 beside the proposed traveled way by the owners  
 of land over which said location is made,  
 whether for the fruits they yield, or the shade  
 and ornament they furnish to the farms ad-  
 jacent, are not to be removed or injured,  
 unless the construction and safety of the  
 road absolutely require it. And it is further  
 ordered that all other roads crossing intersect-  
 ing or connecting with the road aforesaid be  
 so raised or lowered and so widened at the  
 points of their said crossings, intersections  
 or connections therewith, as to render them per-  
 fectly safe and convenient for the traveler.  
 And it is further ordered that the grading of  
 road aforesaid which lies within the town of  
 Southwick be so worked as not in any place to  
 exceed the angles of ascent or descent from a  
 horizontal line hereafter mentioned. The grade  
 pins are all placed in the center of the location,  
 are all driven down to near the surface of the  
 earth, and the summits or tops of said pins are  
 the points of admeasurement for ascertaining the  
 amount of excavation or embankment. The summits  
 or tops of those pins that are at grade in connection



with the line of inclination, represent the base of the traveled part of the road and the crowning of twelve inches required by this order is, in all cases, to be considered as placed on or above the tops or summits of said pins and line. The grade pins that are mentioned in this description as being numbered, have a stake driven by the side of them, bearing the same number as the side stake opposite said grade pin, and accompanying stake. The admeasurement is given in feet and the decimal parts of a foot. And said grading is as follows, to wit: Commencing at Station No 1. at the beginning of the location at grade, at No. 2 fill one foot, at No. 3. cut one foot, at No 4. grade; from No 4 to No. 20. the several stations are at grade. At No 21. fill 2 feet; No 22 grade; at No 23 fill two feet; at No 24. cut two feet; at No 25. grade; at No. 26. fill two feet; at No 27. cut one foot eight inches; Stations No 28 and 29, grade; at No 30 fill one foot; at No 31 cut one foot, at No 32 cut one half foot; at No 33 fill one half foot, at 34, cut one foot. Then commencing at station No 1. nearly in front of Rauer Rising's dwelling house at grade; at a station midway between No 1. and No 2. fill one foot; at No 2, cut one foot, at No 3, and 4, grade; from stations No 5 to 11 the grade of the road is to conform to the general surface of the ground. At No 12. fill one foot; at No 13. fill two feet; from No 14 to No 24. the several stations are at grade; at No 25. cut one foot; at No 26 fill one foot; at No 27 grade. The inclinations of the road bed when completed are as follows, beginning at the commencement of the lay, West of Mr. Bacon's, at Station No 1. from that to No 2.  $3^{\circ} 30'$  ascending; from 2 to 3.  $4^{\circ} 15'$  ascending; from 3 to 4 ( $4^{\circ}$ ) from 4 to 5 ( $1^{\circ}$ ); from 5 to 6. ( $45'$ ) ascending; from 6 to 7 ( $45'$ ) descending; from 7 to 8 ( $2^{\circ} 45'$ ) ascending;



from 8 to 10 ( $2^{\circ} 30'$ ) ascending; from 10 to 12 ( $1^{\circ} 45'$ ); from  
 12 to 13 ( $3^{\circ}$ ); from 13 to 14 ( $1^{\circ} 45'$ ); from 14 to 15 ( $3^{\circ}$ ); from  
 15 to 17 nearly level; from 17 to 18 ( $2^{\circ} 45'$ ); from 18  
 to 19 ( $2^{\circ}$ ); from 19 to 21 nearly level; from 21 to 22  
 ( $0^{\circ} 30'$ ); from 22 to 23 ( $2^{\circ} 45'$ ); from 23 to 24 ( $3^{\circ} 15'$ )  
 from 24 to 25 ( $3^{\circ} 30'$ ); from 25 to 26 nearly level;  
 from 26 to 27 ( $2^{\circ} 30'$ ); from 27 to 28 ( $45'$ ) ascending;  
 from 28 to 29 ( $2^{\circ} 45'$ ) descending; from 29 to 30 ( $0^{\circ}$ )  
 descending; from 30 to 31 ( $2^{\circ} 30'$ ) ascending to 32  
 nearly level; from 32 to 33 ( $3^{\circ} 30'$ ) descending; from  
 33 to 34 ( $1^{\circ} 15'$ ) ascending; from 34 to 35 ( $3^{\circ} 15'$ ) descend-  
 ing. Then commencing at Station No 1. in front  
 of Mr Rauer Rising to No  $1\frac{1}{2}$  nearly level, to No 2  
 ( $3^{\circ} 45'$ ) ascending; to No 3 ( $4^{\circ} 45'$ ) ascending; to  
 No 4 ( $4^{\circ}$ ); to No 5 ( $1^{\circ} 15'$ ); from 5 to 11 surface grade;  
 from 11 to 12 ( $3^{\circ} 30'$ ) descending; to 13 ( $3^{\circ}$ ) descend-  
 ing; to No 14 ( $0^{\circ}$ ) ascending; to No 15 ( $3^{\circ} 15'$ ) ascending  
 to 16 ( $2^{\circ} 15'$ ) ascending; to 17 ( $2^{\circ} 15'$ ); to 18 ( $3^{\circ}$ ); from  
 Station No 18 to No 19 ( $2^{\circ} 45'$ ) to 20 ( $1^{\circ} 45'$ ) ascending;  
 from 20 to 22 ( $0^{\circ} 45'$ ) descending; from 22 to 24 ( $0^{\circ}$ )  
 descending; to 25 ( $2^{\circ} 30'$ ) descending; to 26 ( $4^{\circ} 45'$ )  
 descending; to 27 ( $4^{\circ} 45'$ ). And it is further ordered  
 that the abutment walls of the bridge West of  
 Mrs Abigail Hutchinson's dwelling house be  
 raised one foot, and the bridge to be built of good  
 chestnut timber at least twenty feet wide, the  
 road bed to be brought to a level of the floor of the  
 bridge when raised. Also that the hill near the  
 house of Mrs Hutchinson be brought to a grade  
 not exceeding four degrees; also the road to the  
 commencement of the new lay and also from the  
 new lay to the intersection with the hill side road  
 at all points be worked according to the printed  
 specifications, and the hills brought to a grade  
 not exceeding four degrees. And it is ordered that  
 the several owners have until the first of November  
 next to remove their wood and timber. And that  
 the aforesaid road be worked in a thorough and work-  
 man like manner and made hard and safe and  
 convenient for the travellers to pass over with their  
 teams horses and carriages, and that it be made and



completed by the town of Southwick on or before  
the first day of July 1866. to the acceptance of the  
County Commissioners. The County Commis-  
sioners having heard all persons and employ-  
ments interested in relation to damages who ex-  
pressed a desire to be heard thereon considered  
and adjudged that the sum of two hundred and  
sixteen dollars be paid to Lucien Bacon. To  
Rance Rising the sum of one hundred and eighty  
dollars. To Quatus Black the sum of forty dollars,  
and that said sums above awarded are in full  
compensation of all damages sustained by reason  
of the foregoing location and alterations; and  
no other persons appearing to claim damages  
than those above named, none are awarded.

J. G. Potter  
Chas. C. Wright } County  
A. N. Merrick } Commissioners

All of which by the report of said Commissioners  
filed among the proceedings on the aforesaid  
petition fully appears. And this case is contin-  
ued to this meeting; and now the said report  
being read and considered is accepted and  
the road established as and for a public high-  
way.

To the County Commissioners of the County of Hampshire, A. Chase & els Pet. for  
Town petitioners, citizens of said County respect. a new highway in  
fully represent that the public convenience and Chicopee & Holyoke  
necessity require the laying out and construction of  
a highway in the town of Holyoke in said County,  
located as follows, to wit: Beginning at the termina-  
tion of Main Street near the mill of Edward  
Delabane and running thence in a right line  
with said Main Street, and being a continuation of  
the same to the Connecticut river near the mouth  
of Dry Brook; thence crossing said Dry Brook, and  
running to a point near the dwelling of Isaac Day,  
and thence Southerly to a point on the highway  
leading from Holyoke to West Springfield about



thirty rods Southward from the watering trough upon said highway. And your petitioners further represent that in connection with such portion of said proposed highway as extends from the end of Main Street to the Connecticut River, the public convenience requires the laying out and construction of a highway in the town of Chicopee located as follows to wit. Beginning at the South Bank of the Connecticut river at a point nearly opposite the mouth of Dry Brook and running thence to the highway leading from Willimansett to Chicopee and intersecting said highway at a point on land of Phineas Steadman near the dwelling house of Lemay Rice, and your petitioners pray your honorable board to view the premises and take such action in reference thereto as justice and public convenience may require.

J. S. Chase & others.

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield within and for said County on the fourth Tuesday of December in the year of our Lord one thousand eight hundred and sixty four, at which meeting the Commissioners, deeming a view of the premises expedient appointed Tuesday, the second day of May then next and nine o'clock in the forenoon at the Holyoke House in Holyoke as the time and place for viewing the premises, and caused a copy of said petition to be served upon the clerk of the towns of Holyoke and Chicopee, being the towns within which such new roads are prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition containing the substance thereof to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Republican, a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for



said view; and before said view was had, said commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested, of the time and place for commencing said view. And on the said second day of May the commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same, the further consideration thereof was deferred till the next regular meeting of the commissioners held at Springfield aforesaid on the fourth day of May then next, at which meeting the parties were heard, and after the hearing said commissioners proceed to consider and adjudicate upon the prayer of said petition and after considering the same said commissioners did adjudge that the prayer of the petitioners should be granted so far as to the location of a new road in the town of Holyoke as by the report in writing of said view and adjudication on file appears, and said commissioners thereupon appointed Tuesday the sixteenth day of June and by an adjournment to Thursday the twenty fourth day of August and nine o'clock in the forenoon at the house of Alexander Dyer in said Holyoke as the time and place when and where they would meet and proceed to locate said highway, and the said commissioners having given notice of the adjudication and the time and place appointed for locating in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof) on the said twenty fourth day of August met and proceeded to locate as follows to wit: Commencing at the center of Main and State Streets, at the center of a stone set beneath the surface of the ground; then running in the center of the location South forty five and two thirds degrees



West, thirteen hundred and seventy feet to a  
 point in the center opposite a stone on the Western  
 side:— Then South eighty and two thirds degrees  
 West four hundred feet to a point opposite a  
 stone:— Then North eighty eight and three quarters  
 degrees West, one hundred feet to a point opposite  
 a stone:— Then North eighty degrees West, two  
 hundred feet to a point opposite a stone:— Then  
 South eighty four and a quarter degrees West,  
 five hundred and thirty feet to a point opposite  
 a stone:— Then South twenty and a quarter degrees  
 West, five hundred and fifty feet:— Then South  
 forty eight degrees West four hundred feet to  
 a point opposite a stone:— Then South forty six  
 degrees West, six hundred feet, to a point opposite  
 a stone:— Then South thirty one and three quarters  
 degrees West, two hundred feet to a point opposite  
 a stone:— Then South eleven and a half degrees  
 West, one hundred feet to a point opposite a stone  
 :— Then South nineteen and three quarters degrees  
 West one hundred feet to a point opposite a stone  
 :— Then South twenty four and a half degrees West  
 one hundred feet to a point opposite a stone:— Then  
 South forty and one third degrees West, four hundred  
 feet to a point opposite a stone:— Then South forty  
 two and three quarters degrees West three hundred  
 feet to a point opposite a stone:— Then South  
 thirty eight and two thirds degrees West, two  
 hundred feet to a point opposite a stone:— Then  
 South thirty four and a half degrees West one  
 hundred feet to a point opposite a stone:— Then  
 South twenty nine and a quarter degrees West  
 six hundred and fifteen feet to a point opposite  
 a stone:— Then South twenty six degrees West, six  
 hundred and forty eight feet to a point opposite  
 a stone:— Then South twenty four and three quarters  
 degrees West, five hundred and fifty two feet to a  
 point opposite a stone:— Then South twenty and  
 three quarters degrees West, three hundred feet to a  
 point opposite a stone:— Then South twenty one  
 degrees West, two hundred and fifty feet to a point



opposite a stone:— Then South twenty three degrees West, six hundred and fifty feet to a point opposite a stone:— Then South twenty four and a half degrees West, nine hundred and four feet to a point opposite a stone:— Then South eight and a half degrees West, three hundred and fifty feet to a point opposite a stone:— Then South twelve and five sixths degrees West, one hundred feet to a point opposite a stone:— Then South nineteen and one sixth degrees West, ten hundred and fifty five feet to a point opposite a stone near the Westerly side of the old Northampton Turnpike:— The lines are run in the center of the foregoing highway and the bounds are set on the Westerly or right hand side at the distance of twenty five feet from and at right angles with the backsights of the lines as run: the highway being laid fifty feet wide. And now it is ordered that the said town of Holyoke cause the road aforesaid which is within the limits of the said town of Holyoke to be worked, made and completed in the most faithful and workmanlike manner and as follows, to wit: The said road must be thoroughly ploughed, where ploughing is practicable, and be thoroughly cleared of stones, stumps and roots. The top soil, when it is unsuitable for making a hard and permanent road, must be removed out of the traveled way or may be used in embankment, if it be so placed as not to be within twelve inches of the surface of the road when finished. Where the materials within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least eight inches of good gravel, or some other good material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of twenty two feet for the traveled part of the road. When the subsoil is sand, the said traveled part of the road, after being



properly graded, must be uniformly covered over  
 its whole width with a coat of loam four inches  
 thick, and afterward with a top covering of eight  
 inches of good gravel, or some other good material  
 spread evenly over its whole surface. Said road  
 must be judiciously crowned from the exterior  
 of the sides of the traveled part thereof to its  
 center to the height of twelve inches. And the  
 traveled part thereof must be worked to the  
 width of twenty two feet, exclusive of the side  
 slopes and of the ditches, so that carriages and  
 teams may pass with safety and convenience over  
 any and every part of the twenty two feet aforesaid.  
 The said traveled part of the road must be  
 worked in the center of, and parallel to its  
 location, without any regard to the additional  
 widths laid out for materials in constructing  
 the road, except near its angles, which must  
 be judiciously rounded, so as to render its turn-  
 ings as gradual and easy as practicable. In  
 grading the road, care must be taken to avoid  
 unnecessary undulations, and in no instance  
 can an angle of ascent or descent in the direc-  
 -tion of the road be allowed of greater magni-  
 -tude than is hereafter mentioned. The side  
 ditches, where they are needed, must be con-  
 -structed entirely without the traveled part  
 of the road of twenty two feet as aforesaid,  
 and must be made by sloping from the exterior  
 line of the traveled part of said road two and  
 a half feet, at an angle of twenty four degrees,  
 or two and one half feet slope to one foot rise, to  
 be measured horizontally with the base or chord  
 line of the curve of the road; they must be worked  
 parallel with the center line of the traveled part  
 of the road, without unnecessary curvatures in  
 their direction, and must gradually descend  
 with a smooth even surface in the direction of the  
 road, towards the point of discharge, in such manner  
 that no water can permanently stand by the road  
 side. Over swamps or meadow land where the road



is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills, where the road is made partly by embankment, and partly by excavation, the road must be crowned, in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the center, and from thence to the exterior or downhill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty five degrees; where the materials are loose gravel or sand, the angle must not exceed thirty degree from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveller; the railing must consist of straight handsome chestnut poles, not less in any part than five inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from center to center. Where the sides of embankments are constructed or secured with substantial well laid stone walls, stone two feet high above the face of the road, and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splicings of said railing must be made in the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles or joist, at least one foot in length, in such manner that the chamfered faces will fit and lie close together with the iron bolt aforesaid passing



directly through the center of said joining or splicing.  
 Or a Stone wall built in a substantial and work-  
 manlike manner, two and a half feet high  
 above the face of the road, not less than two feet  
 in thickness at its base and fifteen inches  
 at its top, and placed on a good bank wall, may  
 be substituted for the railing aforesaid. In all  
 places where it is necessary to have railing,  
 the road if constructed of earth slopes must be  
 worked sufficiently wide to allow the posts which  
 support said railing, to be firmly and permanently  
 placed in the embankment with the interior  
 or inside thereof, not less than 2 feet within the  
 edge of the slope of the embankment, and without  
 in any manner obstructing or interfering with said  
 22 feet for the traveled part of the road. Where the  
 sides of embankments are constructed or secured  
 with substantial, well-laid stone walls, instead  
 of the earth slopes before mentioned (and where  
 the materials can be obtained at a reasonable  
 expense this kind of structure will be required)  
 said walls must be battered back towards the  
 embankment from a perpendicular line at the  
 rate of two inches to one foot in height the inner  
 face thereof being perpendicular; the road need  
 be worked to no greater width than twenty four  
 feet on the top or face of the embankment, to  
 furnish a firm support to the railing and the  
 twenty feet clear of all obstructions for the traveled  
 part of the road as aforesaid. All bridges must be  
 constructed with substantial, well-laid stone  
 abutments, and be covered with the same mate-  
 rial, with a top covering of not less than twelve  
 inches of good gravel or some other good material  
 and a covering of the road of 8 inches in addition  
 except the span of the arch or arches of a bridge  
 each exceed three feet in the clear, when it may be  
 covered with good chestnut or white oak, three inch  
 plank. Whenever a bridge is covered with plank  
 the top of the planking must be at grade, and a  
 stick of chestnut timber ten inches on the bottom



and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty four feet long, measured at right angles with the direction of the road, and be substantially and properly railed to the height of three feet and to the width of not less than twenty two feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner, with good firm, straight stone sides, or abutments not less than two feet apart and thirty inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be crowned eight inches in addition. The owner of land over which said road is located, retains the legal right to construct cattle culverts, or farm bridges across and underneath the road for their accommodation and convenience provided they do not thereby increase the ascent or descent in the grading of the road, as hereafter described, and construct said culverts or bridges in manner prescribed for the bridge, and the said culverts when placed in must forever after be maintained by such owners, their heirs or assigns, in good repair, and in such condition as to render them safe and convenient for the traveller. In grading the road aforesaid, care must be used in front of any dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said building in the best shape for placing in a bank wall if the owner of said building shall so elect, otherwise so to slope such



side bank as to cause the least possible injury to said building or the appurtenances thereto, provided, however, when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling house or other building, it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be. Trees that have been planted and reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it.

And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings intersections or connections therewith, as to render them perfectly safe and convenient for the traveler. And it is further ordered that the grading of the road aforesaid which lies within the town of Holyoke be so worked as not in any place to exceed the angles of ascent or descent from a horizontal line hereafter mentioned. The grade pins are all placed in the center of the location, are all driven down to near the surface of the earth, and the summits or tops of said pins are the points of admeasurement for ascertaining the amount of excavation or embankment. The summits or tops of those pins that are at grade, in connection with the line of inclination represent the base of the



traveled part of the road and the crossing  
of twelve inches required by this order is  
in all cases, to be considered as placed  
on or above the tops or summits of said  
pins and line. The grade pins that are  
mentioned in this description as being  
numbered, have a stake driven by the side  
of them, bearing the same number as the  
side stake opposite said grade pin, and  
accompanying stake. The admeasurement  
is given in feet and the decimal parts of  
a foot. And said grading is as follows, to wit:  
Commencing at a stone monument at the  
termination of Main Street near the mill  
of Edward Delabarre, said monument is  
set in the center of the street below the  
surface of the ground, which is at grade.  
2 grade - at No 3, fill one foot - No 4 cut  $1\frac{3}{4}$   
foot - No 5 fill  $1\frac{1}{4}$  foot - at No 6 and 7 grade  
at No 8, fill 5 to feet - at No 9, fill 5 feet - No 10  
grade - No 11, cut  $1\frac{7}{8}$  - No 12 + 13 + and 14  
surface grade - No 15, cut 1 foot - No 16 cut 1 foot  
No 17 + 18 grade - No 19, cut  $1\frac{3}{4}$  foot - No 20 fill  
 $2\frac{1}{2}$  feet - No 21 cut  $1\frac{3}{4}$  foot - No 22 to 23  
surface grade - No 23 and 24 surface grade -  
No 25 cut  $2\frac{1}{4}$  feet - No 26, fill  $2\frac{1}{2}$  feet -  
No 27 fill  $1\frac{1}{2}$  - No 28 cut  $8\frac{3}{4}$  - No 29 cut  
 $3\frac{1}{2}$  - from 30 to No 34 surface grade - at No  
34 cut 1 foot - No 35 grade - No 36 fill 1 foot  
No 37 cut 2 feet - from station 38 to Sta. 44  
grade to be uniform from station to station  
at No. 45 cut  $1\frac{1}{2}$  - No 46, cut  $1\frac{1}{4}$  foot, - from  
47 to 53 the several stations are at grade, and  
nearly level - at No 54 cut four feet - No 55 fill  
1 foot - No 56 cut  $1\frac{1}{2}$  - No 57 fill 3 feet - From  
station 58 to 64, the grade is to conform to the  
general surface of the ground. From station  
64 to station 69, the bed of the road is to be  
constructed as nearly uniform as the nature of  
the surface will allow, and when finished must  
in no point thereof exceed a grade of two degrees.



At No. 70, fill two feet. No 71, fill five feet. No 72, cut 4.0 foot. No 73, cut 5  $\frac{1}{2}$  foot. No 74 cut 4 feet. No 75 cut 3 feet. No 76 cut 1  $\frac{1}{2}$  feet from 77 to 80 grade. at 81 fill 1 foot. No 82 cut 1 foot. No 83 grade. The inclinations of the road bed when completed are as follows, from grade stake No. 1 to No 2 nearly level. from No 2 to No 6, one and one half degree descending from No 6 to No 12 nearly level; from 12 to 13  $\frac{3}{4}$  of a degree descending; from 13 to 14 level; from 14 to 16, one degree ascending; from 16 to 17 level; from 17 to 19  $\frac{3}{4}$  of a degree descending from 19 to 20 level; from 20 to 22 one degree ascending; from 22 to 24 surface grade; from 24 to 25 level; from 25 to 31 two and one half degrees ascending; from 31 to 32 one and one half degree ascending. from 32 to 33 level. from 33 to 34 one half degree ascending, from 34 to 35. 2 degrees descending. from 35 to 36 one degree and twenty minutes descending from 36 to 38, 2  $\frac{1}{2}$  degrees ascending; from 38 to 44 the grade to be uniform from station to station; from 44 to 45, 1  $\frac{3}{4}$  degrees ascending, from 45 to 46,  $\frac{3}{4}$  of a degree ascending. from 46 to 49 one degree descending; from 49 to 50 one degree ascending; from 50 to 52 nearly level; from 52 to 53 one degree ascending; from 53 to 56,  $\frac{3}{4}$  of a degree descending; from 56 to 57 one and one half degrees descending; from 57 to 58,  $\frac{3}{4}$  of a degree ascending; from Stat. 58 to 64, the grade is to conform to the general surface of the ground. From 64 to 69, the bed of road is to be constructed as nearly uniform as the nature of the surface will allow and when finished must in no part thereof exceed a grade of two degrees, from 69 to 71,  $\frac{3}{4}$  of a degree descending; from 71 to 73 one degree ascending, from 73 to 77 nearly level from 77 to 83, the grade is in no place to exceed one degree. A culvert will be required near Station No 9 fifty feet long, three feet high and two feet wide in the clear, the side of the embankment



between Stations No. 7 and No. 10. must be sloped sufficiently to prevent their sliding or they must be protected by embankment walls. A culvert or bridge will be required between Stations No. 19 and 20 not less than ten feet wide in the clear, and if a bridge, the abutment walls must be at least twenty two feet long, four feet thick on the bottom and three feet on the top, with wing walls on the upper or Northerly side of the bridge three feet thick on the bottom, and of sufficient length and height to protect the embankments, the abutments to be of sufficient height with the flooring of the bridge, to be level with the surface of the road. If an arched culvert is used, it must be at least ten feet wide and eight feet high in the clear and forty feet long with embankment walls. A culvert will be required between Station No. 24 and 25. 5 feet square in the clear and 50 feet long with embankment walls on each side of the road of sufficient height and length to protect the slope of the embankment. Said culvert to be covered with stone seven feet long and ten inches thick. A culvert will also be required between Station No. 35 & 36 three feet wide and five feet high in the clear, and fifty feet long covered with stone six feet long and ten inches thick. And a culvert will be required near Sta. No. 47, fifty feet long, five feet wide, and at least four feet high to be covered with stone seven feet long and ten inches thick, the stone to be laid in cement, and grouted, all in the best workmanlike manner. A culvert will be required at Station No. 57, to be fifty feet long, six feet high and five feet wide in the clear to be covered with stone eight feet long and at least ten inch thick, the walls to be at least three feet thick, and laid in cement



of the first quality with side walls of sufficient height to receive and protect the embankments. And it is further ordered that between Station 44 and 46, the sand to the depth of one foot below the cut ordered in the lay of the road be removed from off the lay and that the same amount of gravel or loam be put in the place of the sand removed, and that the Western side of the road at this place be terraced or embanked to prevent in the future sand, at this point washing into the traveled path. The County Commissioners having heard all persons and corporations interested in relation to damages who expressed a desire to be heard thereon, considered and awarded the following sums.

To the New York Water Power Co.	\$445.00
" Estate of Frederick Day	200.00
" Willard Ely	275.00
" Alexander & Linus Day	585.00
" C. H. Munger	105.87
" Elbridge Day & lots.	178.25
" Peltrick Ely	652.50

All in full compensation for all damages they will sustain in consequence of the aforesaid location of highway, no other persons or corporations in the opinion of the County Commissioners being entitled to damages none are awarded. The several owners of land over which said highway is located are allowed until the first day of November next to remove their timber fences trees buildings and crops standing thereon. And it is ordered that said road be worked and made hard safe and convenient for travelers to pass over with horses carriages cattle and teams and that it be made and completed by the town of New York on or before the first day of July 1866. To the acceptance of the County Commissioners. All of which by the report of said Commissioners filed among the proceedings on the



aforsaid petition fully appears. And this case is continued to this meeting and now the said report being read and considered is accepted and the road established as and for a public highway.

To the County Commissioners of the County of Hampden Selectmen of Palmer  
The undersigned Selectmen of Palmer re. Pet. as to rail road crossings  
respectfully represent that the rail road crossings in Palmer  
near the house of George T. Blanchard in said  
Palmer are dangerous and unsafe for the public  
travel. Therefore do hereby petition your  
Hon. body to view said rail road crossings  
and order such measures adopted as in  
your opinion the public good and safety  
requires.

Palmer June 28<sup>th</sup> 1865.

Enos Calkins } Selectmen  
George Horns } of Palmer.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the fourth Tuesday of June in the year of our Lord one thousand eight hundred and sixty five, at which meeting the Commissioners deeming a view of the premises expedient, appointed Tuesday the twenty second day of August then next and two o'clock in the afternoon, at the Hasso-avanno house in Palmer as the time and place for viewing the premises; and caused a copy of said petition to be served upon the Western Rail Road Corporation and the Clerk of the town of Palmer, being the town within which such alterations are prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in



the Palmer Journal, a newspaper published  
 in said County, said posting and the last pub-  
 lication of said copy having been fourteen days  
 at least before the time appointed for said view;  
 and before said view was had, said Commissioners  
 gave notice in like manner as described in the  
 foregoing notice of the petition, to all persons  
 interested, of the time and place for commen-  
 cing said view. And on the said twenty second  
 day of August the Commissioners met at  
 the time and place appointed, and proceeded  
 to view the premises, and having viewed the  
 same the further consideration thereof was  
 deferred till the next regular meeting of the  
 Commissioners, held at Springfield aforesaid  
 on the first Tuesday of October then next; also  
 on the thirteenth of October, at which meeting  
 the parties were heard, and after the hearing  
 said Commissioners proceed to consider and  
 adjudicate upon the prayer of said petition,  
 and after considering the same, said Commis-  
 sioners did adjudge that the prayer of the petition  
 be granted, no person or corporation appearing  
 to object, as by the report in writing of said view  
 and adjudication on file appears; and said  
 Commissioners thereupon appointed Wednes-  
 day the fifteenth day of November then next  
 and eight o'clock in the forenoon, at the house  
 of Abner F. Blanchard in said Palmer as the  
 time and place when and where they would meet  
 and proceed to locate, and the said Commissioners  
 having given notice of the adjudication and the  
 time and place appointed for locating in the  
 same manner as the notice and publication  
 was given and made, and as is by law in such  
 case made and provided, before proceeding to view  
 except publishing an abstract of said petition  
 instead of a copy thereof, on the said fifteenth  
 day of November met and proceeded to locate as  
 follows to wit - Beginning at a point bearing  
 South  $8^{\circ} 15' W$  at 25 feet from a stone monument



set on the Northerly line of the road, the same being near the forks of the road Easterly of the East Rail Road Crossing near Blanchard Mills, then running on the central line of said road North  $88^{\circ}-45'$  West 264 feet in the present traveled road, thence South  $62^{\circ}-15'$  West 105  $\frac{1}{2}$  feet and passing under said Western Rail Road track, thence South  $82^{\circ}-15'$  West 92 feet and intersecting the line of the present highway, the said highway is located fifty feet wide, the passage way through said Rail Road must be twenty two feet wide, and fourteen feet high in the clear. Substantial side walls through said cut will be required to correspond with the embankments caused by the excavation through said Rail Road the course of which must accord with the course of the passage way; also approaching side walls firm and substantially built, height to conform to the embankments on the outer sides; the course to correspond with the traveled path and lines of the highway, the road must be made twenty two feet wide exclusive of ditches and upon the center of the lay, grade not to exceed two and one half degrees properly crowning, so that surface water may pass quickly from the center to the side ditches of the road, a thickness of at least twelve inches of good loam or gravel will be required upon the twenty two feet of traveled path; one stone sluiceway will be required, Southwesterly of the passage way two feet square in the clear and twenty five feet long, covering to lap at least eight inches at each end; a wall will be required on the South side of the location from the passage way to the road leading to the mill three feet high above the surface of the road sufficient to protect the public travel from accident down the embankment. And it is further ordered that the said Western Rail Road Corporation cause a trusty and faithful



flagman to be stationed at the Rail Road Crossing near the house of Alingo V. Blanchard and until some other remedy is provided for the public safety making the services of a flagman further unnecessary, and to exhibit a suitable red flag to all travellers that shall attempt to pass over said crossing when in danger of an approaching train of cars, between the hours of five o'clock in the forenoon and seven o'clock in the afternoon Sundays excepted. No person or Corporation appearing to claim damages and in the opinion of the Commissioners none are entitled to damage, none are awarded. And now it is ordered that the said Western Rail Road Corporation cause such flagman to be stationed on or before Monday the eleventh day of the present month, and the fulfilment of the order at the East Crossing as before written on or before the fifteenth day of June 1866 and to the acceptance of the County Commissioners All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted and the road established as and for a public highway.

Rufus Mosher Pet. To the County Commissioners of the County of Hampden.  
 to be appointed Ferryman. The petition of the undersigned citizens of said  
 at Ferry between County, respectfully represents, that Rufus Mosher  
 Chicopee & Holyoke of Holyoke in said County is a suitable person for  
 19 the position of Ferryman upon the Living Ferry  
 plying between the southerly bank of the Connecticut  
 River in the town of Holyoke, and the northerly bank  
 of the same in the town of Chicopee, and they re-  
 spectfully request that a license therefor may be  
 granted unto him by your Hon. Board, the present  
 licensee J. M. Smith desiring to vacate his position  
 J. M. Smith & others.

This petition was entered at this meeting of the County Commissioners and now it is ordered that



Rufus Mosher be licensed as a ferryman to run a boat or boats between the towns of Cheshire and Holyoke across Connecticut river at what is known and called the swing ferry and said Mosher is to keep a boat or boats in good repair and in readiness to pass and repass at all times when the river is passable for boats and the ferryman is to give due attendance on all passengers from sunrise to nine o'clock in the evening each day according to the rules and regulations hereinafter named. Rates of ferryage—

hereinafter named. Rates of ferrriage—  
For each foot passenger 3 cents For each horse & rider 8 Cents  
" " High horse & carriage 10 " " Carriage drawn by 2 horses 18"  
" " team drawn by 2 horses 15 " " additional horse 5 "  
" meat cattle each 5 " Sheep & swine each 3 "  
Two persons and no more to each team  
J. A. Potter & County

Two persons and no more to each team  
 J. A. Potter } County  
 C. C. Wright }  
 A. H. Menick } Commissioners

It is ordered that there be allowed to Sumner Van Horn the sum of twenty dollars for damages to land taken for highway laid on the petition of Emerson Baylord and others.

It is ordered that there be allowed to Charles  
C. Damon the sum of twelve dollars for dam-  
ages to land taken for a highway laid on the  
petition of Sylvanus Adams and others.

It is ordered that there be allowed to Ransom W. Kellogg the sum of thirty dollars in full for damages occasioned by the discontinuance of a highway on the petition of S. S. Farber and others.

The County Commissioners having viewed and carefully examined throughout the highway in Chicopee, located and ordered upon the petition



of Emerson Gaylord and other and having found the same well made and completed according to the order of the commissioners thereon, the same is by them accepted

It is ordered that there be allowed to Budget Lingley the sum of fifteen dollars for damages to land taken for a highway laid on the petition of Emerson Gaylord and other.

Ordered that there be allowed to Lucius F. Newton as damages to land taken in the location of the highway on the petition of Hiram Newton and other, the sum of two hundred dollars in addition to the sum of five hundred and fifty dollars heretofore allowed him by the report of location, and that the sum of one hundred eighty three dollars and thirty three cents to be paid him by the parties benefited by the location of said road be assumed by the County in the first place and for which the County is to be reimbursed by said parties.

\$797.00

The sum of seven hundred ninety seven dollars is allowed for damages to land taken in the location of highways, and the same is ordered to be paid from the County treasury

Petition of L. S. Fowler & als. Ranford W. Kellogg	\$30.00
Petition of Emerson Gaylord & als. Sumner Van Horn	20.00
Petition of Sylvanus Adams Charles E. Damon	12.00
Petition of Hiram Newton & als. Lucius F. Newton	400.00
Alvin Smith	20.00
Petition of Emerson Gaylord & als. Budget Lingley	15.00
Petition of B. H. Cowley & als. Edwin Kirtland	300.00

\$5699.29

Sundry accounts against the County being now presented for allowance amounting to the sum five thousand six hundred ninety nine dollars and twenty nine cents are allowed and ordered to be paid



from the County Treasury.

Hampden Co. December 2, 1865.

Judgment is entered up according to reports  
re, and all matters not acted upon are ordered  
to be continued and this meeting is adjourned  
without day

Attest

Geo. M. Clark



Commonwealth of Massachusetts  
 Hampden S.S.

At a meeting of the County Commissioners begun and holden at Springfield within and for the County of Hampden on the fourth Tuesday of December being the twenty sixth day of said month and by adjournment on the thirtieth day of said month in the year of Our Lord one thousand eight hundred and sixty five and by adjournment on the third day January & by adjournment on the seventeenth day of said month & by adjournment on the twenty fourth day of said month and by adjournment on the sixth day of February, and by adjournment on the fourteenth day of said month and by adjournment on the fifteenth day of March and by adjournment on the twenty second day of said month and by adjournment on the fourth day of April in the Year of Our Lord one thousand eight hundred and sixty six

Present Daniel G. Potter  
 Charles C. Wright } County Commissioners  
 Ambrose N. Merrick }

Daniel G. Potter Esquire of Monson having been declared by the board of Examiners elected County Commissioner for three years and having been duly sworn appeared on said third day of January and the board consisting of Charles C. Wright, Daniel G. Potter & Ambrose N. Merrick proceed to the choice of a Chairman of the board for the Year ensuing. The whole number of votes is three, of which Charles C. Wright had two & is chosen Chairman

Albert D. Bigg of West Springfield on the said seventeenth day January is qualified as a special Commissioner

To the County Commissioners of the County of Hampden

Ed. F. N. Samborsky

for highway in Southwick. The undersigned citizens of Southwick respectfully represent that the public convenience and wants require that a highway be laid out commencing near the house of Apollo Samborsky in Southwick and terminating near the house of John Rising in Southwick. Your petitioners therefore respectfully request your honorable board to view the premises and locate a highway between the points above described

Southwick March 14, 1865

E. F. N. Samborsky & others



The foregoing petition was entered at an adjourned meeting of the County Commissioners holden at Springfield within and for said County on the sixteenth day of March in the year one thousand eight hundred and sixty five. at which meeting the Commissioners deeming a view of the premises expedient appointed Tuesday, the twentieth day of April then next - and ten o'clock in the forenoon, at the house of Apollos Lambson in Southwick as the time and place for viewing the premises: and caused a copy of said petition to be served upon the clerk of the town of Southwick being the town within which such new road is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Union a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view: and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said twentieth day of April the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the same time of said view: and having heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said Commissioners did then and there adjudge that common convenience and necessity does not require that the prayer of the petition should be granted as by the report in writing of said view and adjudication on file appears. And this petition was continued from meeting to this meeting and now it is ordered that said report be accepted & this petition be dismissed.

To the County Commissioners of the County of Hampden

Your petitioners respectfully represent that the public highway leading from Ware to Warren is hilly and circuitous and that the public convenience and necessity requires the location of a new highway from a point in the old highway a few rods southerly of the house of Josiah Beaman in Ware, thence across lands of Josiah Beaman, George Gould, widow Lamberton, Charles Shaw and others in the towns of Ware, Palmer, and Warren terminating at stake No 133 in the old highway near West Warren as shown by a plan and survey of said new road. We therefore request your honor to view said premises and to take such action in locating that portion of said new highway lying in the town of Palmer as you may deem necessary.

May 15, 1865

Chas. A. Stevens & others

Charles A. Stevens vs  
Pet for a highway in Palmer



The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the 2<sup>nd</sup> Tuesday of April in the year of our Lord one thousand eight hundred and sixty five at which meeting The Commissioners, deeming a view of the premises expedient appointed Wednesday the sixteenth day of August then next and ten o'clock in the forenoon at the house of Charles Shaw in Palmer as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Palmer being the town within which such new road is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Palmer Journal a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said sixteenth day of August and by adjournment to the 10<sup>th</sup> of Oct. <sup>the Commissioners met</sup> at the time and place appointed, and proceeded to view the premises, and having viewed the same the further consideration thereof was deferred till the next regular meeting of the Commissioners, held at Springfield aforesaid on the thirtieth of October then next at which meeting the parties were heard, and after the hearing said Commissioners proceed to consider and adjudicate upon the prayer of said petition, and after considering the same said Commissioners did adjudge that the prayers of the petitioners should be granted so far as to the location of a new road in the town of Palmer as by this report in writing of said view and adjudication on file appears & thereupon said Commissioners appointed Thursday the twenty first day of December then next and 8 o'clock in the forenoon at the Passmore House in said Palmer as the time and place appointed for locating the same, manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof) on the said twenty first day of August met and proceeded to locate as follows to wit. Commencing at the town line between Palmer & West Warren at stake No. 76 and running N.  $7\frac{1}{2}^{\circ}$  West, 19 rods & 22 links to a stone monument, at station No. 80, thence N.  $12\frac{1}{4}^{\circ}$  West, 21 rods & 24 links to a stone monument at station No. 87, thence North  $7\frac{1}{2}^{\circ}$  West 2 rods and 6 links thence N.  $1\frac{1}{4}^{\circ}$  West 1 rod 14 links, then N.  $5\frac{1}{2}^{\circ}$  East 1 rod 20 links, then North  $11^{\circ}$  East 1 rod 23 links then N.  $16\frac{1}{2}^{\circ}$  East East 2 rods & 14 links then North  $18^{\circ}$  East 2 rods & 11 links to station No. 92 then on the same course 10 rods & 19 links to station No. 96 then North  $14\frac{3}{4}^{\circ}$  East, 2 rods 21 links, then North  $10\frac{3}{4}^{\circ}$  East 2 rods & 18 links then North  $3\frac{1}{4}^{\circ}$  East, 2 rods and 16 links then North  $2\frac{1}{2}^{\circ}$  West two rods and 7 links



then N.  $9\frac{1}{4}^{\circ}$  W. two rods & 21 links then N.  $14\frac{1}{2}^{\circ}$  West 2 rods & 14 links then  
 N.  $17\frac{1}{4}^{\circ}$  W. 2 rods & 19 links then N.  $20^{\circ}$  West 9 rods and 14 links to station  
 No. 106 then North  $18\frac{1}{2}^{\circ}$  West, 2 rods 24 links then North  $15\frac{1}{4}^{\circ}$  W. 2 rods  
 13 links then N.  $10\frac{1}{2}^{\circ}$  W. 2 rods 20 links then North  $8^{\circ}$  W. 4 rods to station  
 No. 110 then N.  $62^{\circ}$  W. 32 rods to station No. 118; then N.  $4^{\circ}$  West 28 rods and  
 4 links to station 125 then N.  $6^{\circ}$  W. 4 rods 3 links then N.  $7^{\circ}$  W. 4 rods then  
 N.  $12\frac{1}{2}^{\circ}$  W. 4 rods then N.  $20^{\circ}$  West, 4 rods then N.  $26^{\circ}$  W. 4 rods, then  
 N.  $33\frac{1}{4}^{\circ}$  West 4 rods & 1 link then N.  $43^{\circ}$  W. 4 rods 1 link then N.  $59^{\circ}$  W.  
 4 rods and 1 link to station No. 134 then North  $66\frac{1}{2}^{\circ}$  West 20 rods and 2  
 links to station 138, then N.  $62^{\circ}$  W. 4 rods then N.  $48\frac{1}{2}^{\circ}$  W. 4 rods & 2  
 links then North  $40^{\circ}$  West 4 rods and 1 link, then N.  $34^{\circ}$  W. 3 rods & 23  
 links then N.  $29\frac{1}{4}^{\circ}$  W. 4 rods, then N.  $23^{\circ}$  W. 4 rods, then N.  $13\frac{1}{2}^{\circ}$  W. 4 rods,  
 then N.  $11\frac{3}{4}^{\circ}$  W. 3 rods & 23 links then the same course 4 rods and 1 link  
 then N.  $9\frac{3}{4}^{\circ}$  W. 27 rods & 19 links, to station 156, then N.  $9\frac{1}{4}^{\circ}$  W. 8 rods & 20 links  
 then N.  $5\frac{1}{2}^{\circ}$  West, <sup>4 rods & 2 links</sup> then N.  $3\frac{1}{4}^{\circ}$  E. <sup>4 rods & 3 links</sup> then N.  $10^{\circ}$  E 11 rods and 24  
 links then N.  $6\frac{1}{4}^{\circ}$  E 4 rods & 11 links then N.  $5^{\circ}$  E 12 rods and 12 links to  
 station 168, which is in the town line between the towns of Palmer and  
 Ware. The lines are run in the center of the foregoing highway and the same  
 is laid 50 feet wide. And now it is ordered that the said town of Palmer cause  
 the road aforesaid which is within the limits of the said town of Palmer to be  
 worked, made, and completed in the most faithful and workmanlike  
 manner, and as follows, to wit: The said road must be thoroughly ploughed,  
 where ploughing is practicable, and be thoroughly cleared of stones, stumps and  
 roots. The top soil, where it is unsuitable for making a hard and permanent  
 road, must be removed out of the traveled way, or may be used in embankment  
 if it be so placed as not to be within twelve inches of the surface of the road when  
 finished. Where the materials within the traveled part of the road are unsuita-  
 ble for making a hard and durable road, and the subsoil under the same is of a  
 loamy or clayey character, a top covering of at least 10 inches of good gravel or some  
 other good material (the best that can be obtained in the vicinity, whether within  
 or without the location of the road) will be required over the whole width of 18 feet  
 for the traveled part of the road. Where the subsoil is sand, the said traveled part  
 of the road, after being properly graded, must be uniformly covered over its whole  
 width with a coat of loam four inches thick, and afterward with a top covering of  
 eight inches of good gravel, or some other good material, spread evenly over its whole  
 surface. Said road must be judiciously crowned from the exterior of the sides of the  
 traveled part thereof to its center to the height of 18 inches. And the traveled part  
 thereof must be worked to the width of 18 feet, exclusive of the side slopes and of the  
 ditches; so that carriages and teams may pass with safety and convenience over  
 any and every part of the 18 feet aforesaid. The said traveled part of the road must  
 be worked in the center of, and parallel to its location, without any regard to the  
 additional width laid out for materials in constructing the road, except near its



angles, which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches, where they are needed, must be constructed entirely within the traveled part of the road of 18 feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty four degrees, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the center line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side. Over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills, where the road is made partly by embankment and partly by excavation, the road must be crowned, in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the center, and from thence to the exterior or downhill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty five degrees; where the materials are loose gravel or sand, the angle must not exceed thirty degrees from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveler; the railing must consist of straight handsome chestnut poles, not less in any part than five inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from center to center. Where the sides of embankments are constructed or secured with substantial well laid stone walls, stones two feet high above the face of the road, and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splicings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles or joints, at least one foot in length, in such manner that the chamfered faces will fit and lie close together, with the iron bolts aforesaid passing directly through the center of said joining or splicing. Or a stone wall built in a substantial and workmanlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the



embankment with the interior or inside thereof not less than 2 feet within the edge of the slope of the embankment, and without, in any manner obstructing or interfering with said 18 feet for the traveled part of the road. Where the sides of embankments are constructed, or secured with substantial, well laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense, this kind of structure will be required,) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot, in height the inner face thereof being perpendicular; the road need be worked to no greater width than twenty four feet on the top or face of the embankment, to furnish a firm support to the sailing and the twenty feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial, well laid stone abutments, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of inches in addition; except the span of the arch or arches of a bridge, each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank. Whenever a bridge is covered with plank the top of the planking must be at grade, and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof, must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty four feet long, measured at right angles with the direction of the road, and be substantially and properly sailed to the height of three feet, and to the width of not less than 18 feet between the sailings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner, with good, firm, straight stone sides, or abutments not less than two feet apart, and 18 inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be crowned 12 inches in addition. The owners of land over which said road is located, retain the legal right to construct cattle culverts, or farm bridges across and underneath the road for their accommodation and convenience, provided they do not thereby increase the ascent or descent in the grading of the road, as hereafter described, and construct said culverts or bridges in manner prescribed for the bridge; and the said culverts when placed in must foreverafter be maintained by such owners, their heirs or assigns, in good repair, and in such condition as to render them safe and convenient for the traveler. In grading the road aforesaid, care must be used in front of any dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said building in the best shape for placing in a bank wall if the owner of said building shall elect, otherwise as to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto; provided, however when such passageways cannot be made safe and convenient by sloping as aforesaid, culverts shall



be constructed for that purpose. Whenever an embankment is directed in front of a dwelling house or other building, it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be.

Trees that have been planted or reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it.

And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings, intersections or connections therewith, as to render them perfectly safe and convenient for the traveler.

And it is further ordered that the grading of the road aforesaid which lies within the town of Palmer be so worked as not in any place to exceed the angles of ascent or descent from a horizontal line hereafter mentioned. The grade pins are all placed in the center of the location, are all driven down to near the surface of the earth, and the summits or tops of said pins are the points of admeasurement for ascertaining the amount of excavation or embankment. The summits or tops of those pins that are at grade, in connection with the line of inclination, represent the base of the traveled part of the road and the crowning of 12 inches required by this order is, in all cases, to be considered as placed on or above the tops or summits of said pins and line. The grade pins that are mentioned in this description as being numbered, have a stake driven by the side of them, bearing the same number as the side stake opposite said grade pin and accompanying stake. The admeasurement is given in feet and the decimal parts of a foot. And said grading is as follows to wit: Commencing at a stone Monument at Station No. 76, on the town line between Palmer and West Warren, which is at a cut of  $5\frac{9}{100}$  feet at No. 77 fill  $4\frac{43}{100}$  feet, at No. 78 fill  $4\frac{5}{100}$  feet, at No. 79 fill  $1\frac{50}{100}$  feet, at No. 80 cut 1 foot, at No. 81 fill  $2\frac{69}{100}$  feet, at No. 82 fill  $1\frac{78}{100}$  feet at No. 83 fill  $\frac{74}{100}$  feet at No. 84 cut  $8\frac{8}{100}$  feet at No. 85 fill  $4\frac{0}{100}$  feet, at No. 86 grade, at No. 87 fill  $2\frac{0}{100}$  feet, at No. 88 fill 2 feet, at No. 89 fill  $4\frac{1}{100}$  feet at No. 90 fill  $4\frac{36}{100}$  feet at 91 fill  $4\frac{95}{100}$  feet, at No. 92 fill  $2\frac{81}{100}$  feet at 93 fill  $2\frac{7}{100}$  feet, at No. 94 fill  $2\frac{4}{100}$  feet, at No. 95 cut  $3\frac{4}{100}$  feet, at No. 96 fill  $2\frac{9}{100}$  feet at 97 fill  $2\frac{9}{100}$  feet at No. 98 fill  $2\frac{12}{100}$  feet, at No. 99 fill  $1\frac{90}{100}$  feet, at No. 100 fill  $1\frac{58}{100}$  feet, at No. 101 fill 1 foot at No. 102 cut  $7\frac{1}{100}$  feet at No. 103 cut  $3\frac{45}{100}$  feet at No. 104 cut 1 foot, at No. 105 fill  $2\frac{1}{100}$  feet at No. 106 fill  $1\frac{39}{100}$  feet at No. 107 fill  $1\frac{7}{100}$  feet at No. 108 cut  $6\frac{0}{100}$  feet at No. 109 cut 1 foot at No. 110 fill  $1\frac{90}{100}$  feet at No. 111 fill  $1\frac{97}{100}$  feet at No. 112 fill  $2\frac{24}{100}$  feet, at 113 fill  $2\frac{6}{100}$  feet at No. 114 fill  $3\frac{59}{100}$  feet, at No. 115 cut  $\frac{1}{100}$  foot at No. 116 cut  $1\frac{59}{100}$  feet, at No. 117 cut  $6\frac{3}{100}$  feet at No. 118 cut  $4\frac{4}{100}$  feet, at No. 119 fill  $5\frac{4}{100}$  feet at No. 120 fill  $\frac{2}{100}$  feet at No. 121 fill  $1\frac{97}{100}$  feet, at No. 122 fill  $3\frac{33}{100}$  feet, at No. 123



fill  $3\frac{15}{100}$  feet, at No. 124. cut  $6\frac{14}{100}$  feet, at No. 125 cut  $4\frac{8}{100}$  feet at No. 126 cut  $5\frac{42}{100}$  feet, at No. 127 cut  $5\frac{74}{100}$  feet, at No. 128 cut  $8\frac{3}{100}$  feet, at No. 129 fill  $6\frac{68}{100}$  feet, at No. 130 fill  $4\frac{74}{100}$  feet at No. 131 cut  $6\frac{11}{100}$  feet, at No. 132 cut  $5\frac{14}{100}$  feet, at No. 133 cut  $4\frac{4}{100}$  feet at No. 134 cut  $2\frac{1}{100}$  feet, at No. 135 fill  $2\frac{7}{100}$  feet, at No. 136 fill  $2\frac{1}{100}$  feet, at No. 137 cut  $2\frac{24}{100}$  feet, at No. 138 cut  $1\frac{27}{100}$  feet, at No. 139 fill  $5\frac{59}{100}$  feet, at No. 140 fill  $4\frac{49}{100}$  feet at No. 141 cut  $1\frac{6}{100}$  feet, at No. 142 cut  $1\frac{1}{100}$  feet at No. 143 fill  $2\frac{1}{100}$  feet, at No. 144 fill  $4\frac{36}{100}$  feet, at No. 145 cut  $3\frac{62}{100}$  feet, at No. 146 cut  $17\frac{39}{100}$  feet, at No. 147 cut  $6\frac{89}{100}$  feet at No. 148 fill  $9\frac{57}{100}$  feet at No. 149 fill  $6\frac{47}{100}$  feet, at No. 150, fill  $2\frac{83}{100}$  feet, at No. 151 cut  $3\frac{3}{100}$  feet, at No. 152 cut  $2\frac{29}{100}$  feet at No. 153 cut  $5\frac{84}{100}$  feet, at No. 154 cut  $4\frac{58}{100}$  feet, at No. 155 cut  $7\frac{58}{100}$  feet, at No. 156 cut  $8\frac{46}{100}$  feet, at No. 157 cut  $4\frac{39}{100}$  feet, at No. 158 fill  $5\frac{47}{100}$  feet, at No. 159 fill  $3\frac{98}{100}$  feet, at No. 160 cut  $7\frac{2}{100}$  feet at No. 161 cut  $7\frac{66}{100}$  feet, at No. 162 fill  $5\frac{8}{100}$  feet, at No. 163 fill  $3\frac{87}{100}$  feet at No. 164 fill  $1\frac{1}{100}$  feet, at No. 165 cut  $4\frac{39}{100}$  feet, at 166 cut  $7\frac{12}{100}$  at No. 167 fill  $1\frac{18}{100}$  feet, at No. 168, fill  $3\frac{40}{100}$  feet.

The inclinations of the road bed when completed are as follows from stations No. 76 to 80 two degrees fifty five minutes ascending from No. 80 to 83 four degrees ascending from 83 to 88 Four degrees 35 minutes ascending from 88 to 94 four degrees ascending from 94 to 97 three degrees and five minutes ascending from 97 to 105 two degrees and twenty minutes ascending from 105 to 106 one degree ascending, from 106 to 109 thirty minutes ascending from 109 to 113 twenty minutes ascending, from 113 to 118, two degrees and thirty five minutes ascending, from 118 to 124 forty five minutes ascending from 124 to 125 level from 125 to 126 One degree descending, from 126 to 127 three degrees descending, from 127 to 140 three degrees and 18 minutes descending, from 140 to the townline of Ware three degrees and fifty minutes descending.

A sluice or culvert will be required near the line of the town of Ware, and a bridge will be required between station 149 and 150, five feet high and four feet wide in the clear and 50 feet long at or near stations 144 139-121-112-107-81 and 77. Sluiceways will be required and to conform in size and build to the printed specifications. It will also be required in all cases to leave the ditches upon the sides of the road, bed of sufficient width and depth to prevent all the water from the adjoining hills flowing over the road in summer or forming ice on the bed of road in winter.

The County Commissioners having heard all parties and persons and corporations interested in relations to damages who expressed a desire to be heard thereon considered and awarded the following damage viz.

To the Estate of Samuel Shaw fifty dollars in full compensation for all damages sustained by the aforesaid location of highway. No other persons or corporations appearing to claim damages, and no other persons in the opinion of the County Commissioners being entitled to damages, none are awarded.

The several owners of land over which said highway is located are allowed until the first day of February 1866 to remove their timber fences trees and buildings



and other materials standing on the above described location. And it is further ordered that the said road be worked and made hard safe and convenient for travellers to pass over with their horses carriages, cattle and teams and that it be made and completed by the town of Palmer, on or before the first day of October in the year of our Lord eighteen hundred and sixty six to the acceptance of the County Commissioners, all of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted and the road established as and for a public highway.

To the County Commissioners of the County of Hampden

L. W. Shepard & als  
Pet. for highway in  
Granville

18.

Your petitioners <sup>inhabitants of Granville in said County</sup> respectfully represent that whereas a certain road situated in the town of Granville and commencing near Sean's Mill and ending near the North Lane School House in East Granville <sup>in said town of Granville</sup> was petitioned for to your Honorable Board some three years since and was by you examined located and ordered to be built but for some reason said order has not been executed although of more than two years standing, and is deemed to be void by Statute 1862 Chapter 203, your petitioners therefore believing that the public convenience and wants require that said road should be laid out and constructed would respectfully ask your honors to relay and construct said road and highway according to the laws in such cases made and provided. L. W. Shepard and others. The foregoing petition was entered at a meeting of the County Commissioners held at Springfield within and for said County on the twenty second day of September in the year one thousand eight hundred and sixty five, by adjournment from the 4<sup>th</sup> Tuesday of June in said year. At which meeting the Commissioners deeming a view of the premises expedient appointed Friday the twenty seventh day of October then next and eleven o'clock in the forenoon, at the North Lane school house in Granville as the time and place for viewing the premises; and caused a copy of said petition to be served upon the Clerk of the town of Granville being the town within which such new road prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Republican a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time



appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said twenty seventh day of October the Commissioners met at the time and place appointed, and proceeded to view the premises and having viewed the same the further consideration thereof was deferred till the next regular meeting of the Commissioners, held at Springfield aforesaid, on the Eighteenth day of November then next at which meeting the parties were heard, and after the hearing, said Commissioners proceed to consider and adjudicate upon the prayer of said petition, and after considering the same said Commissioners did adjudge that prayer of the petitioners should be granted as by the report in writing of said view and adjudication <sup>on file of said</sup> said Commissioners <sup>thereupon</sup> appointed Tuesday the twenty sixth day of December then next and eleven o'clock in the forenoon at the North Lane School House in said Granville as the time and place when and where they would meet and proceed to locate said highway and the said Commissioners having given notice of the adjudication and the time and place appointed for locating said highway in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof) on the said twenty sixth day of December, by an adjournment to the thirtieth day of said December met and proceeded to locate as follows

Commencing at right angles to the road one rod South Easterly from a stone Monument standing on the Northerly side of the road leading from East to West Granville near the dwelling house of H. S. Jordan: then running North sixty seven degrees East, one hundred and ninety seven feet to a stone; then North forty three and three quarter degrees East eighty eight feet to a stone; then North thirty six and one sixth degrees East, two hundred and ninety seven feet to a stone; then North twenty two and one sixth degrees East ninety three feet to a stone; then North seven degrees East ninety five feet to a stone; then North thirteen degrees East, one hundred and ninety eight feet to a stone; then North one quarter of a degree East, two hundred and two feet to a stone; then North thirteen and one sixth degrees West ninety two feet to a stone; then North ten and a half degrees West one hundred and twelve feet to a stone; then North four and a quarter degrees East one hundred feet to a stone; then North one third of a degree East three hundred feet to a stone; then North two degrees East two hundred feet to a stone; then North seventeen degrees East, two hundred and three feet to a stone; then North nineteen and one sixth degrees East ninety six feet to a stone; then North thirty one degrees East, one hundred and two feet to a stone; then North forty eight and a half degrees East, ninety two feet to a stone; then North forty two and a quarter degrees East, ninety two feet to a stone; then North twenty seven and a half degrees East, one hundred and fifteen feet to a stone; then North fifty three and three quarter degrees East, two hundred and eight feet to a stone; then North North sixty three and three quarter degrees East, ninety two feet to a stone then North



fifty two degrees East two hundred and thirteen feet to a stone  
 then North sixty and a half degrees East one hundred and ninety nine feet to  
 a stone: the foregoing part of the highway is laid four rods wide, then North  
 seventy five degrees East ninety eight feet to a stone, then North seventy five  
 and a half degrees East one hundred eleven feet to a stone, then South eighty  
 six and one sixths degrees East, one hundred feet to a stone: then South sixty  
 nine and one sixth degrees East, one hundred feet to a stone: then South sixty  
 five and a quarter degrees East one hundred and eight feet to a stone then  
 South fifty three and five sixths degrees East, one hundred and five feet to a stone  
 then South thirty six and five sixth degrees East, one hundred and two feet to  
 a stone: then South fifty three, and a half degrees East one hundred and ninety  
 eight feet to a stone: then South seventy two and three quarter degrees East, three  
 hundred and five feet to a stone: then South eighty and one sixths degrees  
 East three hundred and five feet to a stone: then North eighty eight and  
 three quarter degrees East, two hundred and ninety seven feet to a stone,  
 then North eighty seven and one third degrees East two hundred and  
 ninety four feet to a stone: then South eighty eight and a quarter degrees  
 East one hundred and ten feet to a stone then South eighty one and three  
 quarter degrees East, two hundred and two feet to a stone: then South eighty  
 six and a quarter degrees East ninety eight and a half feet to a stone,  
 then South eighty eight and five sixths degrees East, ninety eight feet to a stone,  
 then North eighty eight degrees East, one hundred feet to a stone: then North  
 eighty two and a half degrees East five hundred feet to a stone monument  
 on the Northerly side of the road near the North Lane School house,  
 The lines are run and the bounds are set on the Westerly and Northerly or left  
 hand side of the highway and all that part thereof, the width of which is not  
 before specified is laid three rods wide.

And now it is ordered that the said town of Granville cause the road  
 aforesaid which is within the limits of the said town of Granville to be worked,  
 made and completed in the most faithful and workmanlike manner as follows  
 to wit: the said road must be thoroughly ploughed, where ploughing is practicable,  
 and be thoroughly cleared of stones, stumps and roots. The top soil, where it is  
 unsuitable for making a hard and permanent road, must be removed out of  
 the traveled way, or may be used in embankment, if it be so placed as not to be  
 within twelve inches of the surface of the road when finished. Where the materials  
 within the traveled part of the road are unsuitable for making a hard and durable  
 road, and the subsoil under the same is of a loamy or clayey character, a top cov-  
 ering of at least 10 inches of good gravel or some other good material (the best that  
 can be obtained in the vicinity, whether within or without the location of the road)  
 will be required over the whole width of 16 feet for the traveled part of the road. Where  
 the subsoil is sand, the said traveled part of the road after being properly graded,  
 must be uniformly covered over its whole width with a coat of loam four inches  
 thick, and afterward with a top covering of eight inches of good gravel, or some



other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its center to the height of 10 inches. And the traveled part thereof must be worked to the width of 16 feet, exclusive of the side slopes and of the ditches; so that carriages and teams may pass with safety and convenience over any and every part of the 16 feet aforesaid. The said traveled part of the road must be worked in the center of, and parallel to its location, without any regard to the additional widths laid out for materials in constructing the road, except near its angles, which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches, where they are needed, must be constructed entirely without the traveled part of the road of 16 feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty-four degrees, or two and one half feet slope to one foot rise, to be measured horizontally with the face or chord line of the crown of the road; they must be worked parallel with the center line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side. Over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills, where the road is made partly by embankment and partly by excavation, the road must be crowned, in manner before mentioned from the edge of the interior slope of the ditch on the uphill side to the center, and from thence to the exterior or downhill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty five degrees; where the materials are loose gravel or sand, the angle must not exceed thirty degrees from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveler; the railing must consist of straight handsome chestnut poles, not less in any part than five inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from center to center. Where the sides of embankments are constructed or secured with substantial well-laid stone walls, stones two feet high above the face of the road, and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings



or splicings of said railing must be made on the summit or top of some one of the stone supports aforesaid by chamfering the joining ends of each of said posts or joists, at least one foot in length, in such manner that the chamfered faces will fit and lie close together, with the iron bolt aforesaid passing directly through the center of said joining or splicing. A stone wall built in a substantial and workmanlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing to be firmly and permanently placed in the embankment with the interior or inside thereof not less than 2 feet within the edge of the slope of the embankment, and without, in any manner obstructing or interfering with said 16 feet for the traveled part of the road. Where the sides of embankments are constructed, or secured with substantial, well-laid stone walls in stead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense, this kind of structure will be required,) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular; the road need be worked to no greater width than twenty four feet on the top or face of the embankment, to furnish a firm support to the railing and the twenty feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial well laid stone abutments, and be covered with the same material with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of 10 inches in addition; except the span of the arch or arches of a bridge each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank. Whenever a bridge is covered with plank the top of the planking must be at grade, and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty four feet long, measured at right angles with the direction of the road, and be substantially and properly railed to the height of three feet, and to the width of not less than 16 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner, with good firm straight stone sides, or abutments not less than two feet apart and 18 inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be crowned 10 inches in addition. The owners of land over which said road is located, retain the legal right to construct cattle culverts or farm



bridges across and underneath the road for their accommodation and convenience, provided they do not thereby increase the ascent or descent in the grading of the road as hereafter described, and construct said culvert or bridges in manner prescribed for the bridge; and the said culverts when placed in must forever after be maintained by such owners, their heirs or assigns, in good repair, and in such condition as to render them safe and convenient for the traveler. In grading the road aforesaid, care must be used in front of any dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said building, in the best shape for placing in a bank wall if the owner of said building shall elect, otherwise so to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto; provided, however, when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling house or other building it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be.

Trees that have been planted or reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruit they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it. And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings, intersections or connections therewith, as to render them perfectly safe and convenient for the traveler.

And it is further ordered that the grading of the road aforesaid which lies within the town of Granville be so worked as not in any place to exceed

not in any place to exceed the angles of ascent or descent from a horizontal line hereafter mentioned. The grade pins are all placed in the center of the location, are all driven down to near the surface of the earth, and the summits or tops of said pins are the points of admeasurement for ascertaining the amount of excavation or embankment. The summits or tops of those pins that are at grade, in connection with the line of inclination, represent the base of the traveled part of the road and the crowning of 10 inches required by this order is, in all cases, to be considered as placed on or above the tops or summits of said pins and line. The grade pins that are mentioned in this description as being numbered, have a stake driven by the side of them, bearing the same number as said grade pin and accompanying stake. The admeasurement is given in feet and the decimal parts of a foot. And said grading is as follows, to wit: Commencing at grade pin No. 1, standing opposite the stone monument at the commencement of the location of grade No. 2, grade No. 3, grade No. 4, grade No. 5, grade No. 6, grade No. 7, grade No. 8 fill 1.00 ft No. 9 fill .05 ft. No. 10 cut 1.00 ft No. 11 fill .05 ft. No. 12 cut 1.00 ft No. 13, grade



No. 14 grade No. 15 cut 1.50 ft. No. 16 fill 3.00 No. 17 cut 1.00 ft No. 18 grade  
 No. 19 grade No. 20 grade. No. 21 No. 22 grade No. 23 grade No. 24 grade  
 No. 25 cut .50 ft No. 26 grade No. 27 fill 1.50 ft No. 28 cut 1.25 No. 29  
 grade No. 30 grade No. 31 grade No. 32 grade No. 33 grade No. 34 fill  
 .75 ft. No. 35 cut 1.01 ft No. 36 grade No. 37 cut .50 ft No. 38 fill .50 No.  
 39 fill 1.70 No. 40 cut 2.00 No. 41 cut 1.50 ft No. 42 fill .50 ft No. 43 fill 2.0 ft  
 No. 44 cut 3.05 ft No. 45 grade No. 46 grade No. 47 fill .30 No. 48 cut .50 ft  
 No. 49 fill 1.50 No. 50 cut .10 ft No. 51 cut 1.50 ft No. 52 grade No. 53 fill  
 2.53 ft. No. 54 cut 2.59 ft. No. 55 grade No. 56 cut .50 ft. No. 57 fill 1.00 ft  
 No. 58 cut .90 ft. No. 59 grade No. 60 fill 1.50 ft No. 61 cut 1.90 ft No. 62 fill  
 1.60 ft No. 63 grade No. 64 grade No. 65 cut 1.50 ft No. 66 cut .50 ft No. 67  
 grade. The inclination of the road bed which completed is to be as follows, to wit:  
 from station No. 1 to station No. 2 4' 15" from No. 2 to No. 3 4' 5" from No. 3 to No. 4  
 2' 45" from No. 4 to No. 5 1' 30" from No. 5 to No. 6 1' 20" from No. 6 to No. 7 1' 15"  
 the foregoing grades are ascending. From No. 7 to No. 8 15' descending from No. 8  
 to No. 9 15' descending from No. 9 to No. 10 1' 30" ascending from No. 10 to No. 11  
 nearly level from No. 11 to No. 12 20' ascending from No. 12 to No. 13 nearly level  
 from No. 13 to No. 16 45' descending from No. 16 to 17 1' 20" descending from  
 No. 17 to 18 15' descending from No. 18 to 19 10' ascending from No. 19 to No.  
 20 2' 15" from No. 20 to No. 21 2' 30" from No. 21 to No. 22 45' from No. 22  
 to No. 23 4' from No. 23 to No. 24 5' 15" from No. 24 to No. 25 4' 15" from  
 No. 25 to No. 26 1' from No. 26 to No. 27 2' from No. 27 to No. 29 4' 30"  
 from No. 29 to No. 30 5' from No. 30 to No. 31 5' 30" from No. 31 to No. 33  
 4' 15" from No. 33 to 35 3' 31" from 35 to 36 30' from No. 36 to No. 37 2' 15"  
 from No. 37 to No. 38 15' from No. 38 to No. 41 4' 15" from No. 41 to 42 1' 30"  
 from No. 42 to 43 3' 15" from No. 43 to No. 45 4' 15" from No. 45 to No. 48 6"  
 from No. 48 to No. 49 3' 45" from No. 49 to No. 51 4' 30" 4' 30" from No. 51  
 to No. 52 2' 40" from 52 to No. 55 30' from No. 55 to No. 56 1' 45" from No. 56  
 to No. 57 1' 15" from No. 57 to No. 63 4' 15" from No. 63 to No. 64 4' from No. 64  
 to No. 65 30' the foregoing grade from No. 18 to No. 65 are all ascending from No.  
 65 to No. 66 3' descending from No. 66 to No. 67 4' 45" descending.

Edwin C. Noble and Alfred Seymour have the right and privilege to construct  
 at their own expense a bridge or cattle pass under said highway.

The County Commissioners having heard all persons and Corporations interested  
 in relation to damage who expressed a desire to be heard thereon consider and  
 adjudge that the sum of two hundred dollars (\$200) be paid to Edwin C. Noble,  
 the sum of seventy (\$75) five dollars, be paid Hector C. Byron, the sum of one  
 hundred and twenty six dollars, be paid to Alfred Seymour, and the sum of  
 one hundred dollars be paid H. S. Jordan all in full compensation for all  
 damages they will sustain in consequence of the aforesaid location of an highway.  
 No other person or Corporations appeared to claim damage and in the  
 opinion of the Commissioners none are entitled to damage none are awarded.



The several owners of land over which said highway is located are allowed until the first day of May A.D. 1866 to remove their timber fences trees crops and buildings there from.  
And it is ordered the said road be worked and made safe and convenient for travellers to pass over with their horses and carriages, cattle and teams and that it be worked and completed by the town of Granville on or before the first day of July A.D. 1866 to the acceptance of the County Commissioners. All of which by the report of said Commissioners filed among the proceedings on the above said petition fully appears. And now the said report being read and considered is accepted and the road established as and for a public highway.

1866. George Doughty, John W. Hunt and Samuel Palmer Esquires are appointed Overseers of the House of Correction for the year ensuing

It is ordered that there be allowed to Horace Karsom in full for damages to Land Damages land taken in the location of the highway on the petition of B. A. Corley & others, the sum of fifteen dollars in addition to the sum heretofore allowed him

Charles P. Ladd

The account of the County Treasurer is presented and approved

Treasurer's cpe

Estimated Expenses of the County of Hampden for the Year of A.D. 1865 for County Estimates which a tax will be required

For Payment of Jurors at the several Courts	\$ 4500
Service of Prisons	200
" Officers of Court	700
" Salary of County & special Comrs	1600
" Land Damages	7000
" Sheriffs Jury	200
" Publication of Commissioners Notices	400
" Survey of Highways	200
" Construction of roads and Monuments	500
" Expenses of Jail & House of Correction & Prison	6000
" Clothing	1000
" Fuel & Lights	2000
" Beds & Bedding	300
" Salaries at Jail & House of Correction	3300



For Repairs	
" Instruction	500
" Furniture	300
" Discharged Prisoners	100
" Medical Attendance	50
Expenditures At Court House	150
For Messenger	
" Record Books & Stationery	700
" Repairs	600
" Fuel & Lights	500
" Clerk of Courts	400
" Salary of Sheriff	300
" " of Treasurer	800
" Examiners of accounts	800
" Legal Expenses	50
" Inquests	50
" Criminal Costs	400
" County indebtedness per orders drawn & estimated on Treasurer	10,000
	3,599 44
	\$ 47099 44
Deducting Balance in Treasury Dec. 31 <sup>st</sup> 1865	17099 44
Amount of tax asked for	\$ 30,000 00

Chs. C. Wright  
A. N. Merrick  
L. G. Potter } County Commissioners

8551  
Lane Damages

The sum of five hundred and fifty one Dollars is allowed for damages to land taken in the location of highways and the same is ordered to be paid from the County Treasury as follows

Petition Charles A. Stevens & als. Samuel Shaws Estate	50
Petition of L. M. Shepard & als	
Edwin C. Noble	200.00
Lester C. Byron	75
Alfred Seymour	126
R. S. Jordan	100



58.51 Sunday accounts against the County being now presented for allowance amounting to the sum of five thousand nine hundred eighty six Dollars and eighty one cents are allowed and ordered to be paid from the County Treasury

Keamsfork N.C. April 4, 1866 Judgment is entered up according to reports & and all matters not acted upon are ordered to be continued and this meeting is adjourned without day. Attests

Wm M. Connel Clerk



Commonwealth of Massachusetts  
Hampden s.s.

At a meeting of the County Commissioners begun and holden at Springfield within and for the County of Hampden on the second Tuesday of April being the tenth day of said month and by adjournment on the thirteenth and seventeenth day of said month on the fourteenth day of May and on the fifth day of June in the Year of Our Lord one thousand eight hundred and sixty six

Present

Charles W. May Jr Esq.

Ambrose N. Merriick

Daniel G. Potter

County  
Commissioners

Edwin H. Bell Esq. of Holyoke having been declared elected as special Commissioner on the said tenth day of April is qualified

To the County Commissioners of the County of Hampden

Your petitioners citizens of said County respectfully represent that the public convenience and necessity require the laying out and construction of a highway in the town of Chicopee in said County located as follows to wit. Beginning at a point on the South bank of Connecticut river nearly opposite the mouth of Dry Brook in Holyoke and running thence nearly at a right angle to the course of the river, and intersecting the highway leading from Pitt. for highway in Chicopee to Chicopee at a point nearly opposite the dwelling of Leases Chapin, and your petitioners pray your honorable board to view the premises and take such action thereon as justice and the public convenience may require

Chas. W. Paullett & others

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the second Tuesday of April in the Year of our Lord eighteen hundred & sixty five. At which meeting the Commissioners, deeming a view of the premises expedient appointed Friday the sixteenth day of June, then next and nine o'clock in the forenoon at the house of Leases B. Chapin in Chicopee as the time and place for viewing the premises; and caused a copy of said petition to be served upon the Clerk of the town of Chicopee being the town within which such petition for new highway is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Daily Union a New paper published in said County said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested of the time and place for commencing said view and on the

Charles W. Paullett  
Pet. for highway in Chicopee



said sixteenth day of June the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the further consideration thereof was deferred till the next regular meeting of the Commissioners held at Springfield aforesaid, on the fourth Tuesday of June then next at which meeting the parties were heard, and after the hearing, said Commissioners proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said Commissioners did adjudge that the prayer of the petition be granted and said Commissioners thereupon appointed Wednesday the twenty third day of August then next and ten o'clock in the forenoon at the house of Enoch B. Chapin in said Chicopee as the time and place when and where they would meet and proceed to locate said highways and the said Commissioners having given notice of the adjudication and the time and place appointed for locating in the same manner as the notice and publication was given and made, and as is by the law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof on the said twenty third day of August, and by adjournment to March 1<sup>st</sup> 1866 met and proceeded to locate as follows Commencing at a Stone Monument on the Southern side of the Connecticut River in Chicopee & nearly opposite the mouth of My Brook in Holyoke, and on land of E. B. Chapin and running South 36° West three hundred feet to a stone monument, then South forty degrees East, twelve hundred & seventy five feet to the highway leading from Willemansett to Chicopee And now it is ordered that the said town of Chicopee cause the road aforesaid which is within the limits of the said town of Chicopee to be worked, made and completed in the most faithful and workmanlike manner, and as follows, to wit: The said road must be thoroughly ploughed, where ploughing is practicable, and be thoroughly cleared of stones, stumps and roots. The top soil, where it is unsuitable for making a hard and permanent road, must be removed out of the traveled way, or may be used in embankment, if it be so placed as not to be within twelve inches of the surface of the road when finished. Where the materials within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least 10 inches of good gravel, or some other good material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of 20 feet for the traveled part of the road. Where the subsoil is sand, the said traveled part of the road, after being properly graded must be uniformly covered over its whole width with a coat of loam four inches thick, and afterward with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its centre to the height of 10 inches. And the traveled part thereof must be worked to the width of 20 feet, exclusive of the side slopes and of the ditches; so that carriages and teams may pass with safety and convenience over any and every part of the 20



feet aforesaid. The said traveled part of the road must be worked in the centre of, and parallel to its location, without any regard to the additional widths laid out for materials in constructing the road, except near its angles, which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches where they are needed must be constructed entirely without the traveled part of the road of 20 feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty four degrees, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road: they must be worked parallel with the centre line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side. Over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills, where the road is made partly by embankment and partly by excavation, the road must be crowned, in manner before mentioned, from the edge of the interior slope of the ditch on the up-hill side to the centre, and from thence to the exterior or down hill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty five degrees; where the materials are loose gravel or sand, the angle must not exceed thirty degrees from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveller; the railing must consist of straight handsome chestnut poles, not less in any part than five inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from centre to centre. Where the sides of embankments are constructed or secured with substantial well-laid stone walls, stones two feet high above the face of the road and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splittings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles or joist, at least one foot in length, in such manner that the chamfered faces will fit and lie close together, with the iron bolt aforesaid passing directly through the center of said joining or splitting. Or a stone wall built in a substantial and workmanlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top and



and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment with the interior or inside thereof, not less than 2 feet within the edge of the slope of the embankment, and without, in any manner obstructing or interfering with said 20 feet for the travelled part of the road. Where the sides of embankments are constructed, or secured with substantial, well laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense this kind of structure will be required; said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular; the road need be worked to no greater width than twenty four feet on the top or face of the embankment, to furnish a firm support to the railing and the twenty feet clear of all obstructions for the travelled part of the road as aforesaid. All bridges must be constructed with substantial, well laid stone abutments, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of 10 inches in addition; except the span of the arch or arches of a bridge, each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank. Whenever a bridge is covered with plank the top of the planking must be at grade, and a stick of chestnut timber two inches on the bottom and inside and sloping to eight inches on the outside thereof, must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty four feet long, measured at right angles with the direction of the road, and be substantially and properly railed to the height of three feet, and to the width of not less than 20 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner, with good firm straight stone sides, or abutments, not less than two feet apart and 15 inches high and be covered with the same material, with a top covering of not less than twelve inches of good gravel some other good material, and the road over said sluiceways must be crowned 10 inches in addition. The owners of land over which said road is located, retain the legal right to construct cattle culverts, or farm bridges across and underneath the road for their accommodation and convenience provided they do not thereby increase the ascent or descent in the grading of the road, as hereafter described, and construct said culverts or bridges in manner prescribed for the bridge; and the said culverts when placed in must forever after be maintained by such owners, their heirs or assigns in good repair, and in such condition as to render them safe and convenient for the traveller. In grading the road aforesaid care must be used in front



of any dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said building, in the best shape for placing in a bank wall if the owner of said building shall so elect otherwise so to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto, provided, however, when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose.

Whenever an embankment is directed in front of a dwelling house or other building it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be.

Trees that have been planted or reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it.

And it is further ordered that the grading of said road aforesaid which is within the town of Chicopee be so worked as not in any place to exceed the angles of ascent or descent from a horizontal line hereafter mentioned.

The grade pins are all placed in the centre of the location, are all driven down to near the surface of the earth, and the summits or tops of said pins are the points of admeasurement for ascertaining the amount of excavation or embankment. The summits or tops of those pins that are at grade, in connection with the line of inclination, represent the base of the traveled part of the road and the crowning of 10 inches required by this order is, in all cases, to be considered as placed on or above the tops or summits of said pins and line.

The grade pins that are mentioned in this description as being numbered, have a stake driven by the side of them, bearing the same number as the side stake opposite said grade pin and accompanying stake. The admeasurement is given in feet and the decimal parts of a foot. And said grading is as follows to wit,

Commencing at Station No. 1 and from thence to station No. 7, the bank of the river is to be made of one uniform grade the distance between these two stations is three hundred feet, the width of road at station No. 1 is 125 feet, on the river, and at station No. 7 width of road 8 feet, the bed of the road at the river must be made suitable and convenient for teams to enter upon and to come off the Ferry boat that is to connect this part of the road with the one laid on the opposite side of the river in Chicopee from station No. 7 to the highway leading to Chicopee, the distance is 12.75 feet, the uneven surface on this distance must be made nearly level by grading all the high points and filling all low places, the road to be worked in the center of the lay. The County Commissioners having heard all persons inter-



and twenty three dollars be paid to Lucas B. Chapin.  
The several owners of land over which said road is located are allowed until  
the first day of July to remove fences trees and crops standing thereon.  
And it is further ordered that said road be worked and made safe and  
convenient for travellers to pass over with their horses and carriages cattle and  
teams and that it be made and completed by the town of Chicopee on or before  
the first day of September A.D. 1866 to the acceptance of the County Commis-  
sioners

C. C. Wright }  
A. N. Merrick } County  
D. G. Potter } Commissioners

All of which by the report of said Commissioners filed among the proceed-  
ings on the aforesaid petition fully appears. And now the said Report being  
read and considered is accepted and the road established as and for a public  
highway.

To the County Commissioners County of Hampden.

The undersigned inhabitants of Longmeadow in said County, respectfully  
represent that public convenience and necessity require that the Main  
street or County road leading through the town of Longmeadow (West part) <sup>Diamond Chandler</sup>  
from Springfield line to the line of the State of Connecticut, should be relaid, or <sup>2nd</sup> Pet. for alter. of highway  
certain alterations made in the present location. They therefore pray your in Longmeadow  
Board to view said highway and relay or alter the same, as may be judged  
necessary or convenient  
Longmeadow Aug 14. 1865. Diamond Chandler & others.

The foregoing petition was entered at a meeting of the County Commissioners  
held at Springfield within and for said County on 25th day of August in  
the year of our Lord eighteen hundred and sixty five, at which meeting the  
Commissioners deeming a view of the premises expedient appointed Wednes-  
day, the twenty eighth day of September then next and nine o'clock in the fore-  
noon at <sup>Ward</sup> Peter's factory on the town line in Longmeadow as the time  
and place for viewing the premises; and caused a copy of said petition to be served  
upon the clerk of the town of Longmeadow being the town within which such location  
& alterations are prayed for, thirty days at least before the time appointed for said view  
and also caused abstracts of said petition, containing the substance thereof, to be  
posted in two public places in said town; and also gave notice to all persons



interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Republican a newspaper published in said County, said printing and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said 28 day of September the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the further consideration thereof was deferred till the next regular meeting of the Commissioners held at Springfield aforesaid on the first Tuesday of October then next at which meeting the parties were heard, and after the hearing, said Commissioners proceed to consider and adjudicate upon the prayer of said petition, and after considering the same said Commissioners did adjudge that the Prayer of the petitioners should be granted as by the report in writing of said view and adjudication on file appears and said Commissioners thereupon appointed Thursday the sixteenth day of November then next and nine o'clock in the fore noon, at the house of Diamond Chandler in said Longmeadow as the time and place when and where they would meet and proceed to locate said highway and the said Commissioners having given notice of the adjudication and the time and place appointed for locating in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof) on the said sixteenth day of November met and proceeded to locate as follows to wit.

Commencing at the Connecticut State line and running on the Eastern line of the street Stat. 1. N.  $41^{\frac{20}{100}}$  E. 1089 feet, the street in this course is 89 feet wide at the beginning and 177½ feet at the end Stat. 2 N.  $38^{\frac{40}{100}}$  E. 249 feet, width of street 188 feet Stat. 3 then N.  $29^{\frac{40}{100}}$  E. 185½ feet width of street at this point 174 ft. Stat. 4 then N.  $7^{\frac{1}{2}}$  East 245 feet width at this point 176 feet Stat. 5 then N. 2 West 463 feet width of street at the end 100 feet and at a point 250 feet from the end, 100 feet to be the width of the street Stat. 6 then N.  $6^{\frac{37}{100}}$  W. 230 width of street 118 feet Stat. 7 then N.  $11^{\frac{48}{100}}$  E. 81 feet, width 148 feet then Stat. 8 N.  $4^{\frac{1}{100}}$  W. 395 feet width of street 179 feet Stat. 9 then N. 6. W.  $27^{\frac{1}{2}}$  feet width of street 187 feet Stat. 10. then N.  $11^{\frac{39}{100}}$  W. 228 feet width of street 181 feet then N.  $10^{\frac{39}{100}}$  W. 906½ feet width of street 97 feet, then N.  $1^{\circ}$  W. 350 feet width of street 80 feet then N.  $1^{\circ} 39'$  E. 366 feet width of street 108 feet then N. 3 W. 189 feet to a monument opposite the 21 mile stone the width of street at this point 90½ feet then N.  $1^{\circ} 1'$  W. 304 feet to a maple tree in Asahel Coltons door yard bearing to the south west corner of Asahel Coltons house N. 62 E.  $14^{\frac{1}{2}}$  feet the width of street at this point 67 feet, then N.  $8^{\frac{1}{100}}$  E. 579 feet width 66 feet then N.  $15^{\frac{48}{100}}$  E. 345 feet width 112 feet then N.  $10^{\frac{18}{100}}$  E. 1045 feet to the south west corner of



Kristie comes down yard width of street 120 feet, at the South west corner of  
comes lot the width of street 110 feet then N.  $22^{\circ}$  E. 108  $\frac{1}{2}$  feet, width of street  
132 feet. Then N.  $46^{\circ}$  E. 17 feet then N.  $64^{\circ}$  E. 18 feet then N.  $79^{\circ}$  E. 137 feet  
to the southeasterly corner of the Common then N.  $19^{\circ}$  E. 312 feet, to the  
N. W. corner of James Griewolds lot width of street at this point 262 feet then  
N.  $18^{\circ}$  E. 331 feet, width of street 272 feet then N.  $18^{\circ}$  E. 413 feet width of  
street 277 feet then N.  $19^{\circ}$  E. 357  $\frac{1}{2}$  feet, width of street 282 feet then  
N.  $18^{\circ}$  E. 157  $\frac{1}{2}$  feet width of street 284 feet then N.  $18^{\circ}$  E. 386 feet to N. S.  
Bylors door yard width of street at this point 299 feet. N.  $17^{\circ}$  E. 160 feet  
width of street 305 feet then N.  $10^{\circ}$  E. 498  $\frac{1}{2}$  feet width of street 287 feet  
then N.  $10^{\circ}$  E. 161 feet width of street 281  $\frac{1}{2}$  then N.  $9^{\circ}$  <sup>45'</sup> E. 363 feet  
width of street 261 feet then N.  $18^{\circ}$  E. 614 feet to the southerly side of S.  
Boths Houses width of street 208  $\frac{1}{2}$  feet then N.  $26^{\circ}$  E. 280 feet width of  
street 228 feet then N.  $30^{\circ}$  E. 465 feet to the South West corner of Mrs. James  
Olies door yard width of street 264 feet then N.  $29^{\circ}$  E. 230 feet, width  
of street 274 feet then N.  $23^{\circ}$  E. 169 feet width of street 264  $\frac{1}{2}$  feet then  
N.  $25^{\circ}$  E. 584 feet width of street 239  $\frac{1}{2}$  feet, then N.  $24^{\circ}$  E. 356 feet  
width of street 217 feet then N.  $17^{\circ}$  <sup>39'</sup> E. 423 feet width of street 246 feet then  
N.  $11^{\circ}$  <sup>40'</sup> E. 1250 feet to the N. W. corner of Loring Burts land at a road, width  
of street at this point 250 feet then N.  $7^{\circ}$  E. 595 feet width of street 210 feet then  
N.  $5^{\circ}$  <sup>15'</sup> E. 1428 through the woods, width of street 132 feet then N.  $13^{\circ}$  <sup>30'</sup> E.  
310  $\frac{1}{2}$  feet to a stone monument on the top of the hill the northern terminus  
of the lay width of street at this point 66 feet, the lines are run on the Easterly  
side of the location and the monuments are set on the same side.

And now it is ordered that the said town of Longmeadow cause the road  
aforesaid which is within the limits of the said town of Longmeadow to be  
worked, made, and completed in the most faithful and workmanlike  
manner, and as follows, to wit: The said road must be thoroughly ploughed,  
where ploughing is practicable, and be thoroughly cleared of stones, stumps and  
potholes. The top soil, where it is unsuitable for making a hard and perma-  
nent road must be removed out of the traveled way, or may be used in em-  
bankment, if it be so placed as not to be within twelve inches of the surface of the  
road when finished. Where the materials within the traveled part of the road are  
unsuitable for making a hard and durable road, and the subsoil under the same  
is of a loamy or clayey character, a top covering of at least 12 inches of good gravel  
or some other good material (the best that can be obtained in the vicinity,  
whether within or without the location of the road) will be required over the whole  
width of 24 feet for the traveled part of the road. Where the subsoil is sand, the  
said traveled part of the road after being properly graded, must be uniformly  
covered over its whole width with a coat of loam four inches thick, and afterward  
with a top covering of eight inches of good gravel, or some other good material,  
spread evenly over its whole surface. Said road must be judiciously crowned



from the exterior of the sides of the traveled part thereof to its center to the height of 18 inches. And the traveled part thereof must be worked to the width of 24 feet, exclusive of the side slopes and of the ditches; so that carriages and teams may pass with safety and convenience over any and every part of the 24 feet aforesaid. The said traveled part of the road must be worked in the center of, and parallel to its location, without any regard to the additional widths laid out for materials in constructing the road, except near its angles, which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road care must be taken to avoid unnecessary undulations and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches where they are needed must be constructed entirely without the traveled part of the road of 24 feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty four degrees, or two and one half feet slope to one foot rise to be measured horizontally with the base or chord line of the crown of the road: they must be worked parallel with the center line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side. On swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills, where the road is made partly by embankment and partly by excavation, the road must be crowned, in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the center, and from thence to the exterior or downhill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty five degrees; where the materials are loose gravel or sand, the angle must not exceed thirty degrees from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveler; the railing must consist of straight handsome chestnut poles, or sawed plank not less in any part than five inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from center to center. Where the sides of embankments are constructed or secured with substantial well-laid stone walls, stones two feet high above the face of the road, and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splicings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining



ends of each of said poles or joists, at least one foot in length, in such manner that the chamfered faces will fit and lie close together, with the iron bolt aforesaid passing directly through the center of said joining or splicing. A stone wall built in a substantial and workmanlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment with the interior or inside thereof, not less than 1 foot within the edge of the slope of the embankment, and without, in any manner obstructing or interfering with said 24 feet for the traveled part of the road. Where the sides of embankments are constructed, or secured with substantial, well laid stone walls in stead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense, this kind of structure will be required) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular; the road must be worked to no greater width than twenty four feet on the top or face of the embankment, to furnish a firm support to the railing and the twenty feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial, well laid stone abutments, and be covered with the same material with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of 12 inches in addition; except the span of the arch or arches of a bridge each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank. Whenever a bridge is covered with plank the top of the planking must be at grade, and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty four feet long, measured at right angles with the direction of the road, and be substantially and properly railed to the height of three feet, and to the width of not less than 24 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner, with good, firm straight stone sides, or cement tubing or abutments not less than two feet apart, and 12 inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be crowned 12 inches in addition. In grading the road aforesaid, care must be used in front of any dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said building, in the best shape for placing in a bank wall if the owner of said building shall so elect, otherwise so to slope



such sidebank as to cause the least possible injury to said building or the appurtenances thereto; provided, however when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling house or other building, it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be.

Trees that have been planted or reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured unless the construction and safety of the road absolutely require it.

And it is further ordered that all other roads, crossing, intersecting or connecting with the road aforesaid be so raised or lowered, and so widened at the points of their said crossings, intersections or connections therewith, as to render them perfectly safe and convenient for the traveler.

And it is further ordered that the grading of the road aforesaid be so worked as not in any place to exceed the angles of ascent or descent from a horizontal line hereafter mentioned. The admeasurement is given in feet and the decimal parts of a foot. And said grading is as follows, to wit:

The hills from station three to six to be worked to the required width and of an uniform grade, the road in front of Jackson Burts barn to be worked 12 feet to the west of the present traveled path the oak tree in front of B. P. Allens house must be removed and the place where it stands to be made the center of the road ordered worked, the road bed on each side of the bridge south of W. G. Gletthwaits house must be raised up level with the floors of the bridge.

At station No. 12 the road must be widened upon the East side to conform with the uniform width of road viz. 24 feet. At a point near Mr. Abner Collins house the hill must be lowered at least three feet the earth to be removed to the East and into the Sag way or gap so called and also to the north of the same in the lowest point of the road bed. It is also ordered that the two Elm trees on the northerly side of the last mentioned hill be removed and the road worked its full width to the East of the now traveled path the eluce at this point must be lengthened to accommodate the moving of the location. The high point of land between the Church and the arch north of the Church must be lowered sufficiently that the surface water at all seasons may freely pass on each side of the traveled path Northerly to the Ravine.

It is further ordered that the road over arches be widened so that it shall be 24 feet wide between the inside of the railings. The railings on the arches must equal in all respects those specified in the printed specifications.

The oak tree standing in front of Mr. Oliver Fields house, to be removed and



the place where it stood be made the center of the road. It is further ordered that the road be in all points between the termini to be worked and raised where it is low and dishing and hardened where it is muddy or sandy. No person or corporations appearing to claim damages none are awarded. And it is ordered that said road be worked and made safe & convenient for travellers to pass with their teams and carriages, and that it be made and completed by the town of Longmeadow before the first day of September A.D. 1866 to the acceptance of the County Commissioners.

Springfield May 1<sup>st</sup> 1866

C. C. Wright

S. N. Merrick

D. G. Potter

County

Commissioners

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted and the road established as and for a public highway.

To the County Commissioners of the County of Hampden

The undersigned citizens of the Commonwealth of Massachusetts believing public convenience requires that a new road should be laid beginning at some point on the Main road from the village of Indian Orchard to Chicopee Falls at or near the gas house of the Indian Orchard Mills Co. and thence running about North across the Chicopee river to some point on the present travelled road in Ludlow, between the house of John Moody and Jacob S. Eaton or near said Eaton's do hereby petition your honorable body to fix upon some time as early as may be convenient to view the proposed route and if on examination you shall deem the public convenience requires such an highway and a bridge over the said Chicopee river to be constructed, do further pray that the same may be ordered to be built at the earliest date practicable.

J. S. Eaton & others

J. S. Eaton & als  
Pet for new highway  
in Ludlow & Springfield

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the fourteenth day of September in the Year of Our Lord eighteen hundred and sixty five.

At which meeting the Commissioners, deeming a view of the premises expedient appointed Tuesday the 17<sup>th</sup> day of October then next and nine o'clock in the fore noon at the Counting house of the Indian Orchard Mills in the City of Springfield as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerks of the town of Ludlow & the City of Springfield, being the town within which such New Road & Bridge is prayed for thirty days at least before the time appointed for said view: and also caused abstracts



of said petition, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Republican a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested of the time and place for commencing said view. And on the said seventeenth day of October the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the further consideration thereof was deferred till the next regular meeting of the Commissioners, held at Springfield aforesaid on the fourth Tuesday of December then next at which meeting the parties were heard, and after the hearing, said Commissioners proceed to consider and adjudicate upon the prayer of said petition, and after considering the same, said Commissioners did adjudge that the prayer of the petition should be granted as by the report in writing of said view and adjudication on file appears, and said Commissioners thereupon appointed Wednesday the eighteenth day of April then next and nine o'clock in the forenoon at the Counting room of the Ind. Orchard Mills in said City of Springfield as the time and place when and where they would meet and proceed to locate said highway & bridge, and the said Commissioners having given notice of the adjudication and the time and place appointed for locating in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof) on the said eighteenth day of April met and proceeded to locate as follows.

Commencing on the Northern side of the road leading from Indian Orchard to Chicopee Falls and near the Gas House of the Indian Orchard Co. & running the center line N.  $1^{\circ}$  E. 91 feet to the site for Bridge thence N.  $3^{\circ}$  30' W. 170 feet across the Chicopee river thence the same course N.  $3^{\circ}$  30' W. 289 feet, the first 170 feet the road to be 50 feet wide at the end of this distance the road to widen to 66 feet thence N.  $76^{\circ}$  15' E. 51 feet, on the end of this station the road to widen to 75 feet, then North  $71^{\circ}$  East 200 feet on this distance the road to be 75 feet wide then N.  $63^{\circ}$  30' E. 50 feet, at the end of this distance the road to be 60 feet wide then North  $51^{\circ}$  45' E. 13 feet, at this point 50 feet wide and so to continue to the northern terminus then North  $3^{\circ}$  E. 333 feet, thence N.  $12^{\circ}$  40' E. 439 feet then N.  $3^{\circ}$  30' W. 220 feet thence N.  $13^{\circ}$  E. 320 feet then N.  $1^{\circ}$  W. 360 feet then N.  $28^{\circ}$  E. 750 feet, across the road leading from Benksville to Chicopee Falls, then N.  $29^{\circ}$  5' W. 257 feet to land of Jacob S. Eaton, thence N.  $27^{\circ}$  55' W. 138 feet then N.  $3^{\circ}$  1/2' W. 430 feet to Eaton's Pond thence across the pond N.  $17^{\circ}$  35' E. 185 feet, thence N.  $5^{\circ}$  W. 350 feet thence N.  $18^{\circ}$  1/4' E. 100 feet then N.  $48^{\circ}$  E. 100 feet to the travelled path of the road leading by G. Kellogg's house it being the northern terminus of the road



And now it is ordered that the said city of Springfield and town of Ludlow cause the road aforesaid which is within the limits of the said city, town respectively to be worked, made, and completed in the most faithful and workmanlike manner, and as follows, to wit The said road must be thoroughly ploughed, where ploughing is practicable, and be thoroughly cleared of stones, stumps and roots. The top soil, where it is unsuitable for making a hard and permanent road, must be removed out of the traveled way, or may be used in embankment, if it be so placed as not to be within twelve inches of the surface of the road when finished. Where the material within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least twelve inches of good gravel or some other good material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of 18 feet for the traveled part of the road. Where the subsoil is sand, the said traveled part of the road after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick, and afterward with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its center to the height of 12 inches. And the traveled part thereof must be worked to the width of 18 feet, exclusive of the side slopes and of the ditches; so that carriages and teams may pass with safety and convenience over any and every part of the 18 feet aforesaid.

The said traveled part of the road must be worked in the center of, and parallel to its location, without any regard to the additional widths laid out for materials in constructing the road, except near its angles, which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereinafter mentioned. The side ditches where they are needed must be constructed entirely without the traveled part of the road of 18 feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty four degrees, or two and one half feet slope to one foot rise to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the center line of the traveled part of the road without unnecessary curvatures in their direction and must gradually descend with a smooth even surface in the direction of the road towards the point of discharge in such manner that no water can permanently stand by the road side. Over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills, where the road is made partly by embankment and partly by excavation, the road must



be crowned, in manner before mentioned, from the edge of the interior slope of the ditch on the up hill side to the center, and from thence to the exterior or downhill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty five degrees; where the materials are loose gravel or sand the angle must not exceed thirty degrees from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveler; the railing must consist of straight handsome chestnut poles, not less in any part than five inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from center to center. Where the sides of embankments are constructed or secured with substantial well laid stone walls, stones two feet high above the face of the road, and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splicings of said railing must be made on the summit or top of some one of the stone supports aforesaid by chamfering the joining ends of each of said poles or joists, at least one foot in length, in such manner that the chamfered faces will fit and lie close together, with the iron bolt aforesaid passing directly through the center of said joining or splicing. Or a stone wall built in a substantial and workmanlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment with the interior or inside thereof, not less than two feet within the edge of the slope of the embankment and without, in any manner, obstructing or interfering with said eighteen feet for the traveled part of the road. Where the sides of embankments are constructed, or secured with substantial, well laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense, this kind of structure will be required) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular; the road need be worked to no greater width than twenty four feet on the top or face of the embankment, to furnish a firm support to the railing and the twenty feet clear of all obstructions for the traveled part of the road as aforesaid. All sluiceways must be constructed with substantial well laid stone abutments, and be covered with the same material with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the



road of 12 inches in addition; except the span of the arch or arches of a bridge each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank. Whenever a bridge is covered with plank the top of the planking must be at grade, and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All sluiceways must be made twenty four feet long, measured at right angles with the direction of the road, and be substantially and properly railed to the height of three feet, and to the width of not less than 18 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge and be measured in the same manner, with good, firm, straight stone sides, or abutments not less than two feet apart and 24 inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceway must be crowned 12 inches in addition; except the span of the arch or arches of a bridge, each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank. Whenever a bridge is covered with plank the top of the planking must be at grade, and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge.

All sluiceways must be made twenty four feet long, measured at right angles with the direction of the road, and be substantially and properly railed to the height of three feet, and to the width of not less than 18 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner, with good, firm straight stone sides, or abutments not less than two feet apart, and 24 inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceway must be crowned 12 inches in addition. The owners of land over which said road is located, retain the legal right to construct cattle culverts, or farm bridges across and underneath the road for their accommodation and convenience provided they do not thereby increase the ascent or descent in the grading of the road, as hereafter described, and construct said culverts or bridges in manner prescribed for the bridge; and the said culverts when placed in must forever after be maintained by such owners, their heirs or assigns, in good repair, and in such condition as to render them safe and convenient for the traveler. In grading the road aforesaid, care must be used in front of any dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said building, in the best shape for placing in a bank wall of the owner of said



building shall so elict, otherwise so to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto; provided, however, when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling-house or other building, it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing, (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be.

Trees that have been planted or reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured unless the construction and safety of the road absolutely require it.

And it is further ordered that all other roads crossing, intersecting, or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings, intersections or connections therewith, as to render them perfectly safe and convenient for the traveler.

And it is further ordered that the grading of the road aforesaid which is within the city of Springfield and town of Ludlow be so worked as not in any place to exceed the angles of ascent or descent from a horizontal line hereafter mentioned. The grade pins are all placed in the center of the location, are all driven down to near the surface of the earth and the summits or tops of said pins are the points of admeasurement for ascertaining the amount of excavation or embankment. The summits or tops of those pins that are at grade in connection with the line of inclination, represent the base of the traveled part of the road and the crowning of 12 inches required by this order is in all cases to be considered as placed on or above the tops or summits of said pins and line. The grade pins that are mentioned in this description as being numbered, have a stake driven by the side of them, bearing the same number as the side stake opposite said grade pin and accompanying stake. The admeasurement is given in feet and the decimal parts of a foot. And said grading is as follows, to wit:

Commencing at the Gas house of the Indian Orchard Company and running Northerly on the lay to the bridge, the grade to be uniform. From the North end of the floor of the bridge to a point 170 feet distant the grade to be uniform, from this point to a point 133 feet beyond Station No. 4 a uniform grade it being an ascent of 5 degrees from this point to Station No. 5 surface grade from Station 5 to 6 the road bed may be worked on the Westerly side of the lay at No. 7 fill 1 foot at No. 8 cut 1 foot. From Station No. 10 to No. 12 the grade is not to exceed  $3\frac{1}{2}$  degrees at No. 12 there will be required a fill of  $5\frac{1}{10}$  feet, from 12 to 13 the grade must not exceed  $2^{\circ}5'$  at Station 13 a fill of  $5\frac{1}{10}$  feet will be required between station 13 and 14 a bridge



will be required to be built at least 5 feet above the usual surface of the pond 30 feet in length and 14 feet in width in the clear with abutment of stone and of sufficient width and constructed in such a manner as to protect the road embankments and all to be made safe and convenient for the public to pass over, from Station 14 to the point of intersecting the old road the grade must be nearly uniform and in no case to exceed 3 degrees.

The Bridge over the Chicopee river must be built of good materials with abutments walls suitably constructed to support the superstructure which are to be not less than 170 feet apart with one or more Piers the bridge to be 18 feet width in the clear said Bridge must be built on the center of the lay across the said Chicopee river.

The County Commissioners having heard all persons and Corporations that expressed a desire to be heard in relation to damage and no person appearing to claim damage none are awarded, and the several owners of land over which said road is located are allowed until the fifteenth day of July next to remove their fences wood and timber standing thereon, and it is further ordered that the towns of Springfield and Ludlow make and construct the said road and bridges in a good and workmanlike manner safe and convenient for the public travel on or before the first day of November next and to the acceptance of the County Commissioners. A. N. Merrick being disqualified to act by reason of residence A. D. Bagg Special Commissioner was called and acted in his stead

Chas. C. Wright } County  
Danl. G. Potter } Commissioners

A. D. Bagg } Special Commissioner

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears.  
And now the said report being read and considered is accepted and the road established as and for a public highway

To the County Commissioners of the County of Hampden

The undersigned citizens of Palmer in said County respectfully represent that the highway leading from the dwelling house of Dr. Amasa Davis in the village of Three Rivers in said Palmer westerly to the bridge over the Chicopee river in Wilbraham is in places narrow, and without sufficiently defined bounds, and has been encroached upon by the abutters. Wherefore your petitioners pray your honorable board to view and relocate said road and to order the

Uctavious Hickory  
Pet. for relocation of  
highway in Palmer



establishment of sufficient boundary stones as will perpetuate such location  
 Palmer Sept. 10. 1865  
 Octavius Pickering & others

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the 4<sup>th</sup> Tuesday of December in the Year of our Lord eighteen hundred and sixty five  
 At which meeting The Commissioners deeming a view of the premises expedient appointed Wednesday the fourth day of April then next and nine o'clock in the fore noon at Bullocks Hotel in three Rivers village in Palmer as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Palmer being the town within which such alterations & relocating of said highway prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested, by causing a copy of said petition to be published three weeks successively in the Springfield Republican a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said fourth day of April the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the same time of said view; and having heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said Commissioners did then and there adjudge that common convenience and necessity require that the prayer of the petitioners should not be granted as by the report in writing of said view and adjudication on file appears

Chs. C. Wright

A. N. Merrick

D. L. Potter

} County Commissioners  
 of  
 Hampden County

And this petition was continued to this meeting and now it is ordered that said report be accepted & this petition be dismissed



To the Honorable County Commissioners of Hampden County

Your petitioners in the matter of land damages and fencing the road crossing our lands in Holyoke commencing at the South end of Main street and intersecting the old road near the water trough so called in said Holyoke, feeling aggrieved as in our opinion the awards to each of us for land damages and fencing is much less than the real value of the land so taken for said road we therefore pray your Honorable board to refer this whole matter of land damages and fencing to a jury which maybe ordered at such time as we may agree

L. & A. Day & al  
Pet for a jury  
27

Holyoke Dec. 25, 1865

Most Respectfully Yours

L. & A. Day

Geo. H. Munger

Willard Day

Relatish Day

Elbridge Day

The foregoing petition was entered at this meeting, and now the matter therein complained of, having been adjusted by the Commissioners this petition is dismissed.

J. C. Kinney is licensed as an innholder & common victualler in Holland

Licenses

H. H. Parks is licensed as an innholder & common victualler in Monson

In conformity with a resolve of the General Court, at their present session passed April 13<sup>th</sup> 1866 granting a tax of thirty thousand Dollars for the County of Hampden the same apportioned upon the several towns of said County and the city of Springfield in manner following

County Tax

Azawam	\$ 746.68
Blandford	497.79
Brimfield	638.83
Chester	448.01
Chicopee	2953.54
Granville	506.08
Holland	124.45
Holyoke	2398.12
Long meadow	871.13
Ludlow	431.42
Monson	1186.39



Montgomery	149.34
Palmer	1186.39
Russell	207.41
Southwick	547.57
Springfield	11822.45
Tolland	265.49
Wales	240.60
Westfield	2920.35
West Springfield	1144.91
Wilbraham	813.05

\$ 30,000.00

And warrants have been issued dated the fourteenth day of May A.D. 1866 directed to the Selectmen or assessors of the several towns in the County and of the City of Springfield directing them to assess the same upon the inhabitants of their respective towns & of said city & requiring their collector or Constable to collect the same and pay the same to Charles R. Sade Esq. the County Treasurer or his successor by the last day of August ensuing as the law directs

### Land Damages

It is now ordered that there be allowed to the persons hereunder named as damages to land taken for the road located upon the petition of S. S. Chase & others instead of the sums heretofore allowed them as follows.

R. Willard Esq	\$ 537.50
Alexander & Lemus Day	1043.00
Elbridge Day	300.50
C. H. Munger	172.50
Peletiah Esq	1149.75

The County Treasurer is authorized to borrow the sum of ten thousand Dollars in anticipation of the County Tax. & give the Note of the County therefor

### Accounts

\$ 3319.92

The sum of three thousand three hundred and nineteen Dollars and ninety two cents is allowed for damages to land taken in the location of highways and the same is ordered to be paid from the County Treasury

Petition of S. S. Chase & als	
Willard Esq	\$ 537.50
Alexander & Linus Day	1043.00
Elbridge Day	300.50
C. H. Munger	172.50
Peletiah Esq	1149.75
Petition of Miriam Newton & als	
Lucius C. Newton	116.67

\$ 3319.92



Sundry accounts against the County being now presented for allowance amounting to the sum of four thousand four hundred and eleven Dollars and \$4411.66 sixty six cents are allowed and ordered to be paid from the County Treasury

Hampden S.S. June 5, 1866

Judgment is entered up according to reports & and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest Geo M Mason Clerk



## Commonwealth of Massachusetts

Hampden S.S.

At a meeting of the County Commissioners begun and holden at Springfield within and for the County of Hampden on the fourth Tuesday of June being the twenty sixth day of said month to the twenty seventh day of said month and by adjournment, on the seventh day of July on the seventh eleventh and twenty fifth day of August

Present Charles C. Wright  
 Ambrose M. Merriick  
 Daniel G. Potter } County Commissioners

No. 5. Elijah Lombard & als To the County Commissioners of the County of Hampden  
 Pet for a highway in Brimfield

5-

The undersigned respectfully represent that the public highway from Steerbridge to the center of the town of Brimfield is hilly crooked and narrow in many places and inconvenient and that public convenience and individuals require a more level road to said towns wherefore your petitioners request your honorable board to view the premises commencing at Steerbridge line, thence Westerly on the highway to a highway leading from near Crastus Lombard's house to a point near the house of Elijah Lombard, thence Westerly over new territory to a point on the Brimfield and Holland road thence on said road to Brimfield as the most convenient to all interests concerned, and furthermore we would request your honorable board to widen straighten and new locate and locate anew and make improvements on all or apart, as your honors may think the public and individual interests require, and your petitioners as in duty bound will ever pray

Elijah Lombard & others

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the 25<sup>th</sup> day of August in the Year of Our Lord 1865, at which meeting the Commissioners deeming a view of the premises expedient, appointed Wednesday the Eleventh day of October then next and nine o'clock in the forenoon at the Brimfield Hotel in Brimfield as the time and place for viewing the premises, and caused a copy of said petition to be served upon the clerk of the town of Brimfield being the town within which such highway is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be



published three weeks successively in the Springfield Republican a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view, and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested, of the time and place for commencing said view.

And on the said Eleventh day of October the Commissioners met at the time and place appointed, and proceeded to view the premises and having viewed the same the further consideration thereof was deferred till an adjourned meeting of the Commissioners, held at Springfield aforesaid on the 18<sup>th</sup> day of November then next at which meeting the parties were heard, and after the hearing, said Commissioners proceed to consider and adjudicate upon the prayer of said petition, and after considering the same said Commissioners did adjudge that, that the prayer of the petition should be granted in part viz. from Brimfield center to the house of Elijah Lombard as by the report in writing of said view and adjudication on file appears, and said Commissioners thereupon appointed Friday the twenty second day of December then next and nine o'clock in the forenoon at the Brimfield Hotel in said Brimfield as the time and place when and where they would meet and proceed to locate said highway, and the said Commissioners having given notice of the adjudication and the time and place appointed for locating in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof,) on the said twenty second day of December met and proceeded to locate as follows.

Beginning at the Easterly side of the Brimfield and Holland Road at a point bearing North  $0^{\circ}15'$  West 45 ft. from a pine tree and running the center line of said location North  $65^{\circ}$  East 880 feet on land of Lyman Snow, thence North  $76^{\circ}$  East 1220 feet across the meadow through land of William Webber, Horace Wallace, and Truman Charles, thence on said Charles land South  $62^{\circ}$  East 464 feet South  $33^{\circ}$  East 210 feet. South  $8^{\circ}$  East 534 feet, partly on land of said Charles, and Elijah Lombard to station No. 6 then South  $55^{\circ}30'$  East 212 feet, on said Charles land, thence South  $70^{\circ}45'$  East 230 feet across the meadow through land of William Webber, Horace Wallace, and Truman Charles, thence on said Charles land South  $62^{\circ}$  East 464 feet. South  $33^{\circ}$  East 210 feet South  $8^{\circ}$  East 534 feet, partly on land of said Charles, and Elijah Lombard to station No. 6 then South  $55^{\circ}30'$  East 212 feet, on said Charles land, thence South  $70^{\circ}45'$  East 230 feet, on said Charles to land of Elijah Lombard, thence on said Lombard South  $87^{\circ}35'$  East 140 feet, thence North  $68^{\circ}35'$  East 123 feet thence North  $46^{\circ}15'$  East 158 feet thence North  $80^{\circ}10'$  East 293 feet, thence North  $68^{\circ}$  East 164 feet thence North



44° East 612 feet to the road leading from Elijah Cumbards house to East Brimfield, the road is laid three and one half rods wide from station 1 or the starting point a distance of two thousand seventy feet to station No. 2, and from station No. 2 to the Eastern terminus near the house of Elijah Cumbard it is laid fifty feet wide, and bounded on the Northerly side of the lay, the road from the land of Lyman Snow Easterly through the meadow to near station No. 2 must be raised at least two feet above the present surface. Over the large or mill Brook a Bridge will be required at least fifteen feet in the clear, and to correspond in height with the road, walls and covering to be at least twenty four feet in length, thickness of walls at the bottom must be three feet and two feet at the top, and on a good foundation, substantially built, the road must be worked at least eighteen feet from shoulder to shoulder, near station No. 2 at the East side of the meadow and at the lowest <sup>point</sup> where surface water naturally centers upon the meadow bridge will be required, the side walls twenty four feet in length, and four feet in the clear wall covered with stone covering height to be within six inches of the hole. Westerly between the two bridges mentioned a stone sluiceway will be required at a point where the surface water most naturally centers twenty four feet in length and three feet in the clear height as above between station No. 2 & station No. 3 two stone sluiceways will be required twenty four feet in length, and two feet in the clear from the point of the ledge in Elijah Cumbards pasture Easterly a sluice will be required three by twenty four feet and a uniform fill of at least two feet across the low land at the ravine in Elijah Cumbards Orchard a stone sluice will be required three feet wide and four feet high in the clear length twenty four feet, at this point a fill each way will be required grade not to exceed two degrees, at a point on the summit near the Barnyard of Elijah Cumbard a cut of fifteen inches will be required, the whole to be made and worked in a good and workmanlike manner and to the acceptance of the County Commissioners on or before the first day of November next. and now it is ordered that the said town of Brimfield cause the road aforesaid which is within the limits of the said town of Brimfield to be worked, made, and completed in the most faithful and workmanlike manner, and as follows to wit: The said road must be thoroughly ploughed, where ploughing is practicable, and be thoroughly cleared of stones, stumps and roots. The top soil, where it is unsuitable for making a hard and permanent road, must be removed out of the traveled way, or may be used in embankment, if it be so placed as not to be within twelve inches of the surface of the road when finished. Where the materials within the traveled part of the road are unsuitable for making a hard and durable road and the subsoil under the same is of a loamy or clayey character, a top covering of at least twelve inches of good gravel, or some other good material (the best that can be obtained in the vicinity whether within or without the location of the road) will be



required over the whole width of 18 feet for the traveled part of the road. Where the subsoil is sand, the said traveled part of the road, after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick, and afterward with a top covering of eight inches of good gravel or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its center to the height of 12 inches. And the traveled part thereof must be worked to the width of 18 feet, exclusive of the side slopes and of the ditches; so that carriages and teams may pass with safety and convenience over any and every part of the 18 feet aforesaid. The said traveled part of the road must be worked in the center of, and parallel to its location, without any regard to the additional widths laid out for materials in constructing the road, except near its angles, which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches, where they are needed, must be constructed entirely without the traveled part of the road of 18 feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty four degrees, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the center line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side. Over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills, where the road is made partly by embankment and partly by excavation, the road must be crowned, in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the center, and from thence to the exterior or downhill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty five degrees; where the materials are loose gravel or sand, the angle must not exceed thirty degrees from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially sarked, where sarking is necessary for the safety and convenience of the traveler; the sarking must consist of straight handsome chestnut poles, not less in any part than five inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from center to



center. Where the sides of embankments are constructed or secured with substantial well laid stone walls, stones two feet high above the face of the road, and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splicings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles or joists, at least one foot in length, in such manner that the chamfered faces will fit and lie close together, with the iron bolt aforesaid passing directly through the center of said joining or splicing. Or a stone wall built in a substantial and workmanlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment with the interior or inside thereof, not less than two feet within the edge of the slope of the embankment, and without, in any manner obstructing or interfering with said 18 feet for the traveled part of the road. When the sides of embankments are constructed, or secured with substantial, well laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense, this kind of structure will be required) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular; the road need be worked to no greater width than twenty four feet on the top or face of the embankment, to furnish a firm support to the railing and the twenty feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial well laid stone abutments, and be covered with the same material with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of 12 inches in addition; except the span of the arch or arches of a bridge each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank. Whenever a bridge is covered with plank the top of the planking must be at grade, and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from whals in their passage to and from said bridge. All bridges must be made twenty four feet long, measured at right angles with the direction of the road, and be substantially and properly railed to the height of three feet, and to the width of not less than 18 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner, with good, firm straight stone sides, or abutments not



has then two feet apart, and inches high and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material and the road over said sluiceways must be crowned 12 inches in addition. The owners of land over which said road is located, retain the legal right to construct cattle culverts, or farm bridges across said under-  
 mark the road for their accommodation and convenience, provided they do not thereby increase the ascent or descent in the grading of the road, as hereafter described, and construct said culverts or bridges in manner prescribed for the bridge; and the said culverts when placed in must forever after be maintained by such owners, their heirs or assigns, in good repair, and in such condition as to render them safe and convenient for the traveler. In grading the road aforesaid, care must be used in front of any dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said building, in the best shape for placing in a bank wall if the owner of said building shall so elect, otherwise so to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto; provided, however, when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling house or other building, it must be constructed and sloped on that side of the travel way nearest said building in such manner as to render the road safe without the aid of railing (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be.

Trees that have been planted or reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured unless the construction and safety of the road absolutely require it. And it is further ordered that all other roads crossing, intersecting, or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings, intersections, or connections therewith as to render them perfectly safe and convenient for the traveler.

The Commissioners having heard all parties in reference to damage that expressed a desire to be heard have adjudged and awarded damages as follows to wit.

To Lyman Snow One hundred & fifteen Dollars	\$115.
• William Miller twenty Dollars	20.
• Horace Wallace fifty	50
• Truman Charles one hundred twenty dollars	120.
• Elijah Lumbard seventy five dollars	75
	\$380.

No other person or corporation appearing to claim damage and in the opinion of the Commissioners none are entitled none are awarded



Chs. C. Wright  
A. N. Merrick  
D. G. Potter } County Commissioners

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears.  
And now the said report being read and considered is accepted and the road established as and for a public highway

To the County Commissioners of the County of Hampden

12  
Pet. to locate highway in Westfield  
Wm. S. Bush & als  
Your petitioners, inhabitants of the town of Westfield would respectfully represent that the public convenience and wants require that a highway should be laid out and constructed, beginning at a point southerly from Clay Hill so called on the West side of the highway, leading to said Clay Hill at a point nearly in a right line with Wm. S. Bush's grist mill, then run westerly a little South and past said mill to and across the New Haven and Northampton Rail Road, then from West side of said Rail Road, westerly, to the highway leading from Westfield to Montgomery, and a little South of the house of Richard Furrow. Your petitioners would therefore ask your honors to view the premises and locate and construct said highway according to the laws in such cases made and provided and as in duty bound will ever pray  
Wm. S. Bush & others

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the 4<sup>th</sup> Tuesday of December in the year of our Lord eighteen hundred and sixty five, at which meeting the Commissioners deeming a view of the premises expedient appointed Thursday, the 15<sup>th</sup> day of March then next and nine o'clock in the forenoon at the Post Office in Westfield as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Westfield & the New Haven & Northampton Rail Road company being the town within which such new road is prayed for thirty days at least before the time appointed for said view, and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Westfield News Letter a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested of the time and place for commencing said view; and on the said 15<sup>th</sup> day of March & by adjournment to May 14<sup>th</sup>



at the time and place appointed, and proceeded to view the premises, and having viewed the same the further consideration thereof was deferred till the next regular meeting of the Commissioners held at Springfield aforesaid on Monday the 14<sup>th</sup> day of May then next at which meeting the parties were heard, and after the hearing, said Commissioners proceed to consider and adjudicate upon the prayer of said petition, and after considering the same said Commissioners did adjudge that the prayer of said petition should be granted, as by the report in writing of said view and adjudication on file appears and thereupon said Commissioners appointed Monday the 25<sup>th</sup> day of June then next and one o'clock in the afternoon, at the Foster house in said Westfield as the time and place when and where they would meet and proceed to locate said highway and the said Commissioners having given notice of the adjudication and the time and place appointed for locating said highway in the same manner as the notice and publication was given and made and, as is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof) on the said 25<sup>th</sup> day of June met and proceeded to locate as followeth. See page 294 &

And now it is ordered that the said town of Westfield cause the road aforesaid which is within the limits of the said town of Westfield to be worked, made, and completed in the most faithful and workmanlike manner, and as follows to wit. The said road must be thoroughly ploughed, where ploughing is practicable, and be thoroughly cleared of stones, stumps and roots. The top soil where it is unsuitable for making a hard and permanent road, must be removed out of the traveled way, or may be used in embankments, if it be so placed as not to be within twelve inches of the surface of the road when finished. Where the materials within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least 10 inches of good gravel, or some other good material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of 20 feet for the traveled part of the road. Where the subsoil is sand, the said traveled part of the road after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick, and afterward with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its center to the height of 12 inches. And the traveled part thereof must be worked to the width of - feet exclusive of the side slopes and of the ditches, so that carriages and teams may pass with safety and convenience over any and every part of the 20 feet aforesaid. The said traveled part of the road must be worked in the center of, and parallel to its location, without



any regard to the additional widths laid out for materials in constructing the road, except near its angles, which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches, where they are needed, must be constructed entirely without the traveled part of the road of 20 feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty-four degrees, or two and one half feet slope to one foot rise to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the center line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side. Over swamps or meadow land where the road is made by the embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills where the road is made partly by embankment and partly by excavation, the road must be crowned, in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the center, and from thence to the exterior or downhill side, must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty five degrees; where the materials are loose gravel or sand, the angle must not exceed thirty degrees from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveler; the railing must consist of straight handsome chestnut poles, not less in any part than five inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from center to center. Where the sides of embankments are constructed or secured with substantial well laid stone walls, stones two feet high above the face of the road, and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splicings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles or joists, at least one foot in length, in such manner that the chamfered faces will fit and lie close together, with the iron bolt aforesaid passing directly through the center of said joining or splicing. On a stone wall built in a



substantial and workmanlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment with the interior or inside thereof, not less than 2 feet within the edge of the slope of the embankment, and without, in any manner obstructing or interfering with said 20 feet for the traveled part of the road. Where the sides of embankments are constructed, or secured with substantial, well laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense, this kind of structure will be required) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular; the road need be worked to no greater width than twenty four feet on the top or face of the embankment, to furnish a firm support to the railing and the twenty feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial well laid stone abutments, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of 12 inches in addition; except the span of the arch or arches of a bridge each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank. Whenever a bridge is covered with plank<sup>ing</sup> the planking must be at grade, and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty-four feet long, measured at right angles with the direction of the road, and be substantially and properly railed to the height of three feet, and to the width of not less than 20 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner, with good, firm, straight stone sides, or abutments not less than two feet apart and 18 inches high, and be covered with the same material with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be crowned 12 inches in addition. The owners of land over which said road is located, retain the legal right to construct cattle culverts, or farm bridges across and underneath the road for their accommodation and



convenience, provided they do not thereby increase the ascent or descent in the grading of the road as hereafter described and construct said culverts or bridges in manner prescribed for the bridges and the said culverts when placed in must forever after be maintained by such owners, their heirs or assigns, in good repair, and in such condition as to render them safe and convenient for the traveler. In grading the road aforesaid, care must be used in front of any dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said building, in the best shape for placing in a bank wall if the owner of said building shall so elect, otherwise so to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto; provided, however, when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling-house or other building, it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be. Trees that have been planted or reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it.

And it is further ordered that all other roads crossing, intersecting, or connecting with the road aforesaid be so raised or lowered, and so widened at the points of their said crossings, intersections, or connections therewith, as to render them perfectly safe and convenient for the traveler.

And it is further ordered that the grading of said road aforesaid which is within the town of Westfield be so worked as not in any place to exceed the angles of ascent or descent from a horizontal line hereafter mentioned.

The admeasurement is given in feet and the decimal parts of a foot. And said grading is as follows to wit:

- × Beginning at a stone on the Clay Hill road and running North  $44^{\circ} 44'$  W. 585 feet to a stone 23 feet Southwesterly of the corner of the Grist mill, thence North  $64^{\circ}$  W. 778 feet to a stone on the top of the hill on land of Ralph Say, thence North  $71^{\circ} 05'$  W. 571 feet to a stone at land of Richard Furrow thence North  $89^{\circ} 15'$  W. 678 feet to a stone at the Caeterby- side of the road leading from Westfield to Montgomery, the road being laid on the right hand or Northerly side and being fifty feet wide. And on the construction of said road the grade is in no case to exceed  $3\frac{1}{2}$  degrees also that said road is to be worked on the center of the lay &



in all cases to conform to the printed specifications.

The Commissioners after having heard all the parties interested decided that the public necessity requires that said highway should be constructed across and at grade with the New Haven & Northampton Rail Road and they further order and direct said highway to be constructed across over and at grade with said New Haven & Northampton Rail Road.

The County Commissioners having heard all persons and corporations interested in relation to damages who expressed a desire to be heard, thereon consider and adjudge that the sum of three hundred and fifty dollars (\$350) be paid to the New Haven and Northampton Company all in full compensation for all damage to said Rail Road Company, in consequence of the aforesaid location of a highway. No other persons or corporation in the opinion of the Commissioners being entitled to damages none are allowed.

And it is ordered that said road be worked and made safe and convenient for travellers to pass over with their horses, carriages, cattle and teams and that it be made and completed by the town of Westfield before the first day of October A.D. 1866 to the acceptance of the County Commissioners

Chs. C. Wright  
A. N. Merrick  
D. G. Potter } County Commissioners  
of Hampden County

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears.

And now the said report being read and considered is accepted and the road established as and for a public highway

To the County Commissioners of the County of Hampden

Charles W. Knox & als  
Pet. for highway in Chester  
& Blandford  
14

We your petitioners inhabitants of the town of Chester respectfully represent that public convenience, and necessity require that a road be located and constituted commencing at the school house in school district No. 1 in the West part of the town of Chester, in said County, thence southerly through a part of the town of Blandford until it intersects the new road leading from Chester Factories to Blandford within fifteen rods North of the house of Philo. W. Knox in said Blandford. We therefore pray your honorable board to view and examine said route and locate and construct a road upon the whole or a part of said route as you shall judge expedient

Charles W. Knox & others



The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the 14<sup>th</sup> day of February in the Year of Our Lord eighteen hundred and sixty six. at which meeting The Commissioners deeming a view of the premises expedient, appointed Friday the fourth day of May <sup>and</sup> ten o'clock in the fore noon at the house of W. H. Gayell in ~~Chuter~~ <sup>as</sup> the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Chuter & Blandford <sup>such new road was prayed for</sup> ~~for being the town within thirty~~ days at least before the time appointed for said view and that other persons and corporations interested therein be notified, by publishing a copy of said petition and this order thereon, once a week in the Springfield Daily Republican, a public newspaper printed in said County, three weeks successively the last publication to be fourteen days at least before the time of said view, and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said fourth day of May the Commissioners met at the time and place appointed, and proceeded to view the premises and having viewed the same the further consideration thereof was deferred till the next regular meeting of the Commissioners held at Springfield aforesaid on the fourteenth day of May then next at which meeting the parties were heard, and after the hearing said Commissioners proceed to consider and adjudicate upon the prayer of said petition and after considering the same said Commissioners did adjudge that the prayer of the petition should be granted as by the report in writing of said view and adjudication on file appears, and said Commissioners thereupon appointed Thursday the 21<sup>st</sup> day of June then next and 10 o'clock in the fore noon at the house of W. P. Knox in said Blandford as the time and place when and where they would meet and proceed to locate said Road and the said Commissioners having given notice of the adjudication and the time and place appointed for locating in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof) on the said twenty first day of June met and proceeded to locate as follows to wit. Commencing at a stone monument on the southerly side of the highway leading past the school house in Dist. No. 8 in Chuter and thence rods southerly from the south East corner of said school house then running South  $18\frac{1}{2}$  degrees East Eleven hundred and five feet to a stone monument then South thirty seven and three quarters degrees four hundred and eighty two feet, to a stone monument on the Easterly side of the New County road. The lines are run and the monuments are set on the westerly or right hand side of the highway and the same is laid three rods wide. And now it is ordered that the said town of Blandford & Chuter cause the



road aforesaid which is within the limits of the said towns, to be worked, made, and completed in the most faithful and workmanlike manner, and as follows to wit: The said road must be thoroughly ploughed, where ploughing is practicable, and be thoroughly cleared of stones, stumps and roots. The top soil, where it is unsuitable for making a hard and permanent road, must be removed out of the traveled way, or may be used in embankment, if it be so placed as not to be within twelve inches of the surface of the road when finished. Where the materials within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least 12 inches of good gravel, or some other good material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of 16 feet for the traveled part of the road. Where the subsoil is sand, the said traveled part of the road, after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick, and afterward with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its center to the height of 12 inches. And the traveled part thereof must be worked to the width of 16 feet, exclusive of the side slopes and of the ditches; so that carriages and teams may pass with safety and convenience over any and every part of the 16 feet aforesaid. The said traveled part of the road must be worked in the center of and parallel to its location, without any regard to the additional widths laid out for materials in constructing the road, except near its angles, which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches, where they are needed, must be constructed entirely without the traveled part of the road of 16 feet as aforesaid, and must be made by sloping from the exterior line of traveled part of said road two and a half feet, at an angle of twenty-four degrees, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the center line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side. Over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills, where the road is



made partly by embankment and partly by excavation, the road must be crowned in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the center, and from thence to the exterior or downhill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty-five degrees; where the materials are loose gravel or sand, the angle must not exceed thirty degrees from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveler; the railing must consist of straight handsome chestnut poles, not less in any part than five inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from center to center. Where the sides of embankments are constructed or secured with substantial well laid stone walls, stones two feet high above the face of the road, and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splicings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles or joints, at least one foot in length, in such manner that the chamfered faces will fit and lie close together, with the iron bolt aforesaid passing directly through the center of said joining or splicing. On a stone wall built in a substantial and workmanlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment with the interior or inside thereof, not less than two feet within the edge of the slope of the embankment, and without, in any manner obstructing or interfering with said sixteen feet for the traveled part of the road. Where the sides of embankments are constructed, or secured with substantial, well laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense, this kind of structure will be required,) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular; the road need be worked to no greater width than twenty four feet on the top or face of the embankment, to furnish a firm support to the railing and the twenty feet clear of all obstructions for the traveled part of the road as aforesaid. All



bridges must be constructed with substantial well laid stone abutments, and be covered with the same material with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of 13 inches in addition, except the span of the arch or arches of a bridge, each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank. Whenever a bridge is covered with plank the top of the planking must be at grade, and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty four feet long, measured at right angles with the direction of the road and be substantially and properly railed to the height of three feet, and to the width of not less than 16 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner, with good, firm straight stone sides, or abutments not less than two feet apart, and 18 inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be crowned 12 inches in addition. The owners of land over which said road is located, retain the legal right to construct cattle culverts, or farm bridges across and underneath the road for their accommodation and convenience, provided they do not thereby increase the ascent or descent in the grading of the road as hereafter described, and construct said culverts or bridges in manner prescribed for the bridge; and the said culverts when placed in must forever after be maintained by such owners, their heirs or assigns in good repair, and in such condition as to render them safe and convenient for the traveler. In grading the road aforesaid, care must be used in front of any dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said building, in the best shape for placing in a bank wall if the owner of said building shall so elect, otherwise so to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto; provided, however, when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling house or other building, it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be. Trees that have been planted or reared beside the proposed trav-



eled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it. And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings, intersections or connections therewith as to render them perfectly safe and convenient for the traveler. The County Commissioners having heard all persons and corporations interested in relation to damages who expressed a desire to be heard thereon, considered and adjudged that the sum of one hundred & seventy five Dollars be paid to William S. Knox and the sum of ten Dollars be paid to Patrick Nooney all in full, for damages they will sustain in consequence of the aforesaid location of highway. No other persons or corporations in the opinion of the Commissioners being entitled to damages none are awarded. The several owners of land over which said road is located are allowed until the first day of August A.D. 1866 to remove their fences trees standing thereon. And it is ordered that said road be worked and made safe and convenient for travelers to pass over with their horses and carriages cattle and teams and that it be made and completed by the towns of Chester and Blandford before the first day of October A.D. 1866 to the acceptance of the County Commissioners

C. C. Wright  
 A. P. Merrick  
 J. G. Potter } County Commissioners

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted and the road <sup>is</sup> ~~was~~ and for a public highway.

Selectmen of Westfield  
 Pet. for a town way &  
 leave to Cross N.R.R.

15-

To the County Commissioners of the County of Hampden

The undersigned, selectmen of the town of Westfield in said County respectfully represent, that the public convenience and necessity requires that a town way should be laid out and constructed in said town commencing on the highway near the South West corner of land of Rockwell and Mosely, known as the Fox house, thence running E. about 28° S. seventy four rods and eighteen links, then North 32° E. four rods to said Western Rail Road, thence across said Rail Road, thence from the North line of said Rail Road North 32° E. seven rods then Westerly parallel with Western Rail Road thirteen rods and two links then N. about 31° East 46 rods to the highway leading



by the house of David Mosley that in laying out said town way as above described; the same would cross the Western Rail Road, they therefore pray that your honorable board, after due proceedings had, would authorize and direct that said town way be laid out and established across said Western Rail Road as in duty bound will ever pray

H. B. Lewis  
Wm. Proctor  
Olin Gaylord } Selectmen of  
Westfield

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the fourteenth day of February in the year of our Lord eighteen hundred and sixty six, at which meeting The Commissioners deeming a view of the premises expedient appointed Wednesday, the twenty eighth day of March then next and nine o'clock in the forenoon at the Foster House in Westfield, as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town being the town within which such road & authority is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Westfield News Letter a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said twenty eighth day of March & by adjournment on the eleventh day of April at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the same time of said view; and having heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same said Commissioners did then and there adjudge that common convenience and necessity require that the prayer of the petition should be granted, and that the town way mentioned in said petition should be laid and established as a town way and said Commissioners hereby authorize and direct the Selectmen of the town of Westfield to lay out said town way and that the same be laid out and constructed so as to cross the said Western Rail Road on a level and, at grade with said Rail Road as the public convenience and necessity requires

Chs. C. Wright  
Ambrose P. Merrick  
Danl. G. Potter } County Commissioners



All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted and the road established as and for a public highway said Selectmen are authorized to lay out said way in accordance therewith.

To the County Commissioners of the County of Hampden

Selectmen of Westfield

Petition to relocate road  
in Westfield

16

The town of Westfield by its selectmen, and also sundry inhabitants of said town, whose names are hereunto subscribed hereby request that said Commissioners after due proceedings had, would proceed to locate anew, a certain road, leading from Meadow Street through the Great River to the old Pichawic road at a point between the brick building formerly owned by H. F. Ketchum and the house of Rockwell and Mosely, for the purpose of establishing the boundary lines of said first mentioned road as will ever pray.

H. B. Lewis  
Wm. Proven  
Oliver Gaylord

Selectmen of Westfield

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the 14<sup>th</sup> of February in the year of Our Lord eighteen hundred and sixty six at which meeting the Commissioners deeming a view of the premises expedient, appointed Wednesday the twenty eighth day of March then next and nine o'clock in the forenoon at the Posters house in Westfield as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Westfield & the Western Rail Road Corporation being the town within which such location is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Westfield News Letter a Newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested, of the time and place for commencing said view. And on the said twenty eighth day of March and by adjournment to June 4<sup>th</sup> & June 25 at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the same time of said view; and having heard the



parties said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said Commissioners did then and there adjudge that common convenience and necessity does not require that the prayer of the petitioners should be granted

Chs. C. Wright } County Commissioners  
A. N. Merrick } For Hampden County  
J. G. Potter }

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears.

And now the said Report being read and considered is accepted and the petition dismissed

To the County Commissioners of the County of Hampden

Your petitioners citizens of said County respectfully represent that the B. H. Hedman & al public convenience & necessity requires the laying out & construction of a highway in the town of Holyoke & Chicopee located as follows. Begin-  
ning at the South end of Main street on the West side of the Connect-  
icut River in said Holyoke & running thence across the Connecticut  
River to a point in the highway leading from Willimansett to Chicopee &  
intersecting said highway at a point near the dwelling house of Lucas  
B. Chapin & the house of Emery Rice in said Chicopee. Your petitioners  
would therefore ask your board to view the premises & order such highway  
to be laid out & constructed & a Ferry established over the Connecticut River  
in connection with said highway

B. H. Hedman & others

The foregoing petition was entered at a meeting of the County Commissioners  
held at Springfield within and for said County on the fifteenth day of  
March in the year of our Lord eighteen hundred and sixty six, at which  
meeting the Commissioners deeming a view of the premises expedient appointed  
Monday the twenty fifth day of May then next and nine o'clock in the  
fore noon at the Holyoke house in Holyoke as the time and place for  
viewing the premises; and caused a copy of said petition to be served upon  
the clerks of the town of Holyoke & Chicopee being the town within which  
such New road is prayed for thirty days at least before the time appointed  
for said view; and also caused abstracts of said petition, containing the sub-  
stance thereof, to be posted in two public places in said town: and also  
gave notice to all persons interested by causing a copy of said petition



to be published three weeks successively in the Springfield Daily Republican a newspaper published in said County said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said 25<sup>th</sup> day of June the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the further consideration thereof was deferred till the next regular meeting of the Commissioners held at Springfield aforesaid, on the fourth Tuesday of June then next at which meeting the parties were heard, and after the hearing said Commissioners proceed to consider and adjudicate upon the prayer of said petition, and after considering the same said Commissioners did adjudge that the prayer of the petitioners be granted upon that part of the road in the town of Holyoke, and no person appearing to object to the location of said new road proceeded to locate as follows.

Commencing at a point on Main street in Holyoke where the Day road intersects Main street and running S. 45 $\frac{1}{2}$ ° W. 578 feet to a stone monument, then South 4° East two hundred feet to the river, the width of road on the first course is fifty feet and on the last mentioned course is 75 feet at the west end and 100 feet at the river. Then across the Connecticut river by a ferry to intersect the new road in the town of Chicopee, the lines are run in the center of the lay and the monuments are set on the Eastern or left hand side of the lay and twenty five feet distance from the center.

And now it is ordered that the said town of Holyoke cause the road aforesaid which is within the limits of the said town of Holyoke to be worked made, and completed in the most faithful and workmanlike manner, and as follows, to wit: The said road must be thoroughly ploughed, where ploughing is practicable and be thoroughly cleared of stones, stumps and roots. The top soil, where it is unsuitable for making a hard and permanent road, must be removed out of the traveled way, or may be used in embankment, if it be so placed as not to be within twelve inches of the surface of the road when finished. Where the materials within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least 12 inches of good gravel or some other good material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of 20 feet for the traveled part of the road. Where the subsoil is sand, the said traveled part of the road after being properly graded must be uniformly covered over its whole width with a coat of loam four inches thick, and afterward



with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its center to the height of 12 inches. And the traveled part thereof must be worked to the width of 20 feet, exclusive of the side slopes and of the ditches; so that carriages and teams may pass with safety and convenience over any and every part of the 20 feet aforesaid. The said traveled part of the road must be worked in the center of, and parallel to its location, without any regard to the additional widths laid out for materials in constructing the road, except near its angles, which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches, where they are needed, must be constructed entirely without the traveled part of the road of 20 feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty four degrees, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the centerline of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the roadside. Over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills, where the road is made partly by embankment and partly by excavation, the road must be crowned, in manner before mentioned from the edge of the interior slope of the ditch on the uphill side to the center, and from thence to the exterior or downhill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty five degrees; where the materials are loose gravel or sand, the angle must not exceed thirty degrees from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveler; the railing must consist of straight handsome chestnut poles, not less in any part than five inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from centers



center. Where the sides of embankments are constructed or secured with substantial well-laid stone walls, stones two feet high above the face of the road, and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splicings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles or joists, at least one foot in length, in such manner that the chamfered faces will fit and lie close together, with the iron bolt aforesaid passing directly through the center of said joining or splicing. On a stone wall built in a substantial and workmanlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment with the interior or inside thereof not less than 2 feet within the edge of the slope of the embankment, and without, in any manner obstructing or interfering with said 20 feet for the traveled part of the road. Where the sides of embankments are constructed, or secured with substantial, well-laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense, this kind of structure will be required,) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular; the road need be worked to no greater width than twenty-four feet on the top or face of the embankment, to furnish a firm support to the railing and the twenty feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial, well-laid stone abutments, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of 12 inches in addition; except the span of the arch or arches of a bridge each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank. Whenever a bridge is covered with plank the top of the planking must be at grade, and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty-four feet long, measured at right angles with the direction of the road, and be substantially and properly railed to the height of three feet, and to the width of not less than 20 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner, with



good, firm straight stone sides, or abutments, not less than two feet apart, and 20 inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be crowned 12 inches in addition. The owners of land over which said road is located, retain the legal right to construct cattle culverts, or farm bridges across and underneath the road for their accommodation and convenience, provided they do not thereby increase the ascent or descent in the grading of the road, as hereafter described, and construct said culverts or bridges in manner prescribed for the bridge; and the said culverts when placed in, must forever after be maintained by such owners, their heirs or assigns, in good repair, and in such condition as to render them safe and convenient for the traveler. In grading the road aforesaid, care must be used in front of any dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said building, in the best shape for placing in a bank wall if the owner of said building shall so elect, otherwise so to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto; provided, however, when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling house or other building, it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be. Trees that have been planted or reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured unless the construction and safety of the road absolutely require it.

And it is further ordered that the grading of the road aforesaid which lies within the town of Holyoke be so worked as not in any place to exceed the angles of ascent or descent from a horizontal line hereafter mentioned. The grade pins are all placed in the center of the location, are all driven down to near the surface of the earth, and the summits or tops of said pins are the points of admeasurement for ascertaining the amount of excavation or embankment. The summits or tops of those pins that are at grade, in connection with the line of inclination, represent the base of the traveled part of the road and the crowning of inches required by this order is, in all cases, to be considered as placed on or above the tops or summits of said pins and line. The grade pins that are mentioned in this description as being numbered, have a stake driven by the side



of them, bearing the same number as the side stake opposite. And said grading is as follows to wit.

From the commencement of the lay to station No. 2 the grade is to be uniform with the surface and from station No. 3 to the river the grade must be made uniform to the surface of the Main street road at the point of intersection at station No. 2 the road at the river must be made hard and of such construction as to enable teams to enter upon and come off the Ferry Boat, with ease and safety, to both teams and passengers. The landing from the Ferry Boat at low water is not to be confined to the width of the lay mentioned in the printed specifications (viz. 20 feet) but to be built in such a manner that the boat may land 40 feet North or South of the center of the lay.

The County Commissioners having heard all persons and corporations interested in relation to damages, who expressed a desire to be heard thereon, adjudged that in the opinion of the Commissioners none are entitled to damages therefore none are awarded, the several owners of land over which the road is located are allowed until the first of August 1866 to remove their wood and timber standing thereon. And it is ordered that said road be worked and made safe and convenient for travelers to pass over with their horses cattle teams & carriages and that it be made and completed by the town of Holsbyke before the first day of September A. D. 1866 to the acceptance of the County Commissioners

Chs. C. Wright  
A. P. Merrick } County Commissioners  
D. G. Potter

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears.

And now the said report being read and considered is accepted and the road established as and for a public highway

Elijah Shaw & als  
Pet. for repairs on Highway  
town of Wales Holland

Amfile 24  
BRIMFIELD #45  
WALES #11

To the County Commissioners of the County of Hampden

The undersigned citizens of the town of Wales and vicinity, respectfully represent, that the road leading from the town of Wales to East Brimfield is circuitous, hilly and out of repair and that public convenience requires that alterations and repairs be made in said road commencing near the dwelling house of Friend C. Smith in said Wales and continuing to a point in the road, East of F. W. Gordon's lower barn in the town of Holland, and that a new road be made or constructed from the last



named point passing through a corner of Holland and Brimfield to connect at the most convenient point with a new road in contemplation of being built (and which we hear your Honorable Board have ordered to be located) from East Brimfield by or near the place of Elijah Lumbard to the road leading from Holland to the town of Brimfield. We your petitioners therefore respectfully request your honorable Board to view said premises and take such action in the matter as you may deem proper and such as you may think public convenience requires, and as in duty bound we ever pray

Elijah Shaw & others

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the 22<sup>nd</sup> day of March in the year of Our Lord eighteen hundred and sixty six. at which meeting the Commissioners deeming a view of the premises expedient, appointed Monday, the thirtieth day of April then next and ten o'clock in the forenoon, at the house of Friend C. Smith in Wales, as the time and place for viewing the premises, and caused a copies of said petition to be served upon the clerks of the towns of Wales Holland and Brimfield being the towns within which such petition is prayed for, thirty days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said thirtieth day of April the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the parties were heard, and after the hearing, said Commissioners proceed to consider and adjudicate upon the prayer of said petition, and after considering the same, said Commissioners did adjudge that the prayer of the petition be granted as by the report in writing of said view and adjudication on file appears, and said Commissioners thereupon appointed Wednesday the twentieth day of June then next and nine o'clock in the fore noon, at the house of Friend C. Smith in said Wales as the time and place when and where they would meet and proceed to locate and the said Commissioners having given notice of the adjudication and the time and place appointed for locating in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof) on the said twentieth day of June met and proceeded to locate as follows to wit. Beginning that part of the location in the town of Wales at a point in the center opposite a stone monument



on the Northerly side of the road leading from Wales to Brimfield fifty feet from the North East corner of Friend C. Smiths Barn, in range of the Easterly side. then running North sixty two degrees East one hundred feet to a point in the center opposite a stone monument. Then North seventy four and one third degrees East one hundred feet. Then North eighty five and five sixths degrees East, two hundred feet. Then South eighty nine degrees East, one hundred and twenty five feet. Then North seventy degrees and twenty five minutes East one hundred and seventy five feet. Then North sixty nine degrees East two hundred feet. Then North seventy seven degrees East two hundred and two feet. Then North eighty and a half degrees East, ninety eight feet. Then North sixty eight and three quarter degrees East four hundred and forty two feet to a point in the center of the location opposite a stone Monument on the Northerly side of the Wales and Holland road. The lines are run in the center of the foregoing location, and the bounds are set on the Northerly or left hand side at the distance of twenty five feet from the same and at right angles with the back sights of the courses as run: the highway being laid fifty feet wide, and is partly over the old road and partly over lands of Elijah Shaw, Holliswell Marcy and Thompson

Beginning that part of the locations in the towns of Brimfield and Holland, at a point in the center of the same opposite a stone Monument on the Northerly side of the Wales and Holland road near the line between said towns, and Southerly of the house of Frank W. Gordon. Then running over land of said Gordon. South eighty nine and a half degrees East, two hundred and five feet to a point in the center opposite a stone Monument. Then North eighty degrees East, ninety five feet. Then North fifty nine degrees East one hundred feet. Then North forty six and two thirds degrees East one hundred feet. Then North thirty five and a half degrees East, one hundred feet. Then North thirty six and five sixths degrees East, one hundred feet. Then North thirty one degrees East, one hundred and eighty two feet. Then North thirty nine degrees East across Wales and Holland road, five hundred and fifty three feet. Then North twenty nine degrees East, four hundred and seventy five feet. Then North one half degree East, three hundred and seventy six feet to a point in the center opposite a stone near the South Westerly point of a Rock. Then North sixty seven and three quarter degrees East one hundred and forty eight feet. Then North eighty seven and two thirds degrees East three hundred feet. Then North sixty eight and a half degrees East, two hundred feet to a point on land of David Wells. Then North eighty degrees East, one hundred feet. Then South eighty nine and a half



East two hundred feet. Then North eighty nine degrees East, one hundred feet. Then North sixty six degrees East one hundred feet. Then North fifty three degrees East, five hundred feet to a point on land of Hiram Andersons Heirs. Then North fifty nine degrees East, one hundred feet. Then North fifty one degrees East, one hundred feet to a point in an old road. Then North twenty nine degrees East across said old road two hundred feet, to a point on land of David Weld. Then North twenty nine and a quarter degrees East four hundred feet. Then North thirty one degrees East eight hundred and seventy four feet. Then North thirty four degrees East four hundred feet to a point on land of Nelson Works Heirs. Then North forty six and a half degrees East, on said Works Heirs land, and across the Brimfield and Holland road, nine hundred and twenty feet to a point in the center of and forming a junction with the road located on petition of Elijah Lumbard and others.

The lines are run in the center of the foregoing location, and the bounds are set on the Northerly or left hand side of the same, at the distance of twenty-five feet from the lines as run and at right angles with the back sights of the courses; the highway being laid fifty feet wide: and is over lands of Frank W. Gordon, David Weld and the heirs of Hiram Anderson and Nelson Works, and the Brimfield Wales and Holland roads.

And now it is ordered that the said towns of Wales Holland and Brimfield cause the road aforesaid which is within the limits of the said towns to be worked, made and completed in the most faithful and workmanlike manner, and as follows, to wit: The said road must be thoroughly ploughed where ploughing is practicable, and be thoroughly cleared of stones, stumps and roots. The top soil, where it is unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least twelve inches of good gravel or some other good material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of 18 feet for the traveled part of the road. Where the subsoil is sand the said traveled part of the road, after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick and afterward with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its center to the height of 12 inches. And the traveled part thereof must be worked to the width of 18 feet, exclusive of the side slopes and of the ditches; so that carriages and teams may pass with safety and convenience over any and every part of the 18 feet aforesaid. The said traveled part of the road must be worked in the center of, and parallel to its location, without any regard to the additional widths laid out for materials



in constructing the road, except near its angles, which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches, where they are needed, must be constructed entirely without the traveled part of the road of the 18 feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty four degrees, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the center line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side. Over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills, where the road is made partly by embankment and partly by excavation, the road must be crowned, in manner before mentioned from the edge of the interior slope of the ditch on the uphill side to the center, and from thence to the exterior or downhill side must be made nearly or quite level. All sides of excavations or embankments, where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty five degrees; where the materials are loose gravel or sand, the angle must not exceed thirty degrees from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed, where the railing is necessary for the safety and convenience of the traveler; the railing must consist of straight handsome chestnut poles, not less in any part than five inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from center to center. Where the sides of embankments are constructed or secured with substantial well-laid stone walls, stones two feet high above the face of the road, and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splicings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles or joists, at least one foot in length, in such manner that the chamfered faces will fit and lie close together, with the iron bolt aforesaid passing directly through the center of said joining or splicing. On a stone wall built in a substantial and workmanlike manner, two and a half feet high above the face



of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment with the interior or inside thereof, not less than two feet within the edge of the slope of the embankment, and without, in any manner obstructing or interfering with said eighteen feet for the traveled part of the road. Where the sides of embankments are constructed, or secured with substantial, well laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense, this kind of structure will be required) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular; the road need be worked to no greater width than twenty-four feet on the top or face of the embankment, to furnish a firm support to the railing and the twenty feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial well laid stone abutments, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of 12 inches in addition: except the span of the arch or arches of a bridge, each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank. Whenever a bridge is covered with plank the top of the planking must be at grade, and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty-four feet long, measured at right angles with the direction of the road, and be substantially and properly sailed to the height of three feet, and to the width of not less than eighteen feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner, with good, firm straight stone sides, or abutments not less than two feet apart, and 18 inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be crowned 12 inches in addition. The owners of land over which said road is located, retain the legal right to construct cattle culverts or farm bridges across and underneath the road for their accommodation and convenience, provided they do not thereby increase the ascent or descent in the grading of the road as hereafter described, and construct said culverts or bridges in manner prescribed for the



Bridge; and the said culverts when placed in must forever after be maintained by such owners, their heirs or assigns, in good repair, and in such condition as to render them safe and convenient for the traveler. In grading the road aforesaid, care must be used in front of any dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said building, in the best shape for placing in a bank wall if the owner of said building shall so elect, otherwise so to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto; provided however when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling house or other building, it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be.

Trees that have been planted or reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it.

And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings, intersections or connections therewith, as to render them perfectly safe and convenient for the traveler.

And it is further ordered that the grading of the road aforesaid which is within the towns of Wales Holland & Grimfield be so worked as not in any place to exceed the angles of ascent or descent from a horizontal line hereafter mentioned. The admeasurement is given in feet and the decimal parts of a foot. And said grading is as follows, to wit:

At station No. 1 grade No. 2 cut 3 feet No. 3 fill  $2\frac{7}{100}$  No. 4 fill  $3\frac{7}{100}$   
 No. 5 fill 2 feet No. 6 fill 5 feet No. 7 fill  $2\frac{24}{100}$  No. 8 cut  $2\frac{69}{100}$  No. 9 cut  
 five feet No. 10 cut  $1\frac{7}{100}$  No. 11 grade No. 12 cut 2 feet No. 13 fill  $1\frac{69}{100}$   
 No. 14 cut  $2\frac{96}{100}$  No. 15 fill  $3\frac{3}{100}$  No. 16 grade No. 17 grade No. 18 grade  
 No. 19 fill  $3\frac{87}{100}$  No. 20 fill  $1\frac{49}{100}$  No. 21 cut 1 foot No. 22 fill  $1\frac{98}{100}$  No. 23  
 fill  $3\frac{22}{100}$  No. 24 cut  $2\frac{7}{100}$  foot No. 25 cut  $4\frac{49}{100}$  No. 26 grade No. 27 grade

Near station No. 5 and where the present bridge now is a bridge will be required, side walls 24 feet length, eight feet in the clear, an raised so that when covered it will be five feet higher than the present one, firm and substantially built. from station No. 7 to station No. 15 the road must be constructed upon the lower or northerly side of the lay. near station No. 21 a sluiceway will be required sufficient to carry all of the water



that may center in the northern ditch, to the South one, and then conveyed directly into the adjoining lot and so arranged as to pass off fast. Other sluiceways if necessary will be required. At Station No. 28 cut one foot No. 29 fill  $\frac{5}{100}$  foot No. 30 grade No. 31 cut  $\frac{5}{100}$  No. 32 fill  $\frac{5}{100}$  No. 33 fill  $\frac{5}{100}$  No. 34 cut  $\frac{5}{100}$  No. 35 grade No. 36 grade No. 37 grade No. 38 fill 1 foot No. 39 grade No. 40 grade No. 41 grade No. 42 grade No. 43 fill 1 foot No. 44 grade No. 45 fill  $\frac{5}{100}$  No. 46 grade No. 47 fill one foot No. 48 fill  $\frac{5}{100}$  No. 49 grade No. 50 fill 1 foot No. 51 fill 2 feet No. 52 cut 1 foot No. 53 grade No. 54 cut 1 foot No. 55 grade No. 56 cut  $\frac{5}{100}$  No. 57 cut  $\frac{5}{100}$  No. 58 cut  $1\frac{7}{100}$  No. 59 cut  $3\frac{8}{100}$  No. 60 fill  $2\frac{2}{100}$  No. 61 cut  $1\frac{4}{100}$  No. 62 cut  $\frac{5}{100}$  No. 63 fill  $\frac{5}{100}$  No. 64 grade No. 65 grade No. 66 grade No. 67 cut 1 foot from station 68 to Station 81 grade No. 82 fill 1 foot No. 83 grade No. 84 cut  $\frac{9}{100}$  No. 85 to No. 96 grade, the grade must be uniform from station to station, the several owners of land through which the road is located are allowed until the first day of September next to remove their fences wood &c standing thereon, the Commissioners having heard all parties & corporations, that expressed a desire to be heard in relation to damage have adjudged and awarded to Frank W. Gordon the sum of

\$ 300.00

To David Wild the sum of one hundred and fifty Dollars	150.00
To the Heirs of Hiram Andersson fifty Dollars	50.00
To the Heirs of Nelson Works one hundred & seventy five dollars	175.00
	<u>\$ 675.00</u>

No other person or Corporation appearing to claim damage and in the opinion of the Court, none are entitled none is awarded.

And now it is ordered that the towns of Wales, Holland and Brimfield construct the road which is within the limits of their said towns in a good and workmanlike manner and to the acceptance of the County Commissioners on or before the fifteenth day of June 1867.

Chs. C. Wright  
A. N. Merrick  
David G. Potter

} County Commissioners

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears.

And now the said report being read and considered is accepted, and the road established as and for a public highway



To the County Commissioners of the County of Hampden

Rel. C. R. Brown & als  
for repairs of highway  
in Palmer, Monson  
& Brimfield

25-

The undersigned citizens of Palmer and Brimfield would respectfully represent that the highway leading from Palmer Depot to Brimfield and known as the Palmer & South bridge stage road is hilly, narrow, sandy and out of repair, & that the public necessity requires that all that part of said highway commencing at a point directly opposite the house of William Hancock in said Palmer and just East of the East railroad crossing at the Blanchard cut so called & terminating opposite the house of James Panton in Brimfield, parts of said highway being in towns of Palmer, Monson, & Brimfield, should be relaid, graded, thoroughly worked & repaired. Your petitioners therefore ask your honorable Board to view said highway & make such alterations in the location of the same between the points above mentioned & for its relaying & repairing as may seem in your judgment just and proper

C. R. Brown & others

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield in said County on the twenty second day of March in the year of Our Lord eighteen hundred and sixty six at which meeting The Commissioners deeming a view of the premises expedient appointed Thursday the tenth day of May then next and nine o'clock in the forenoon at the house of James Panton in Brimfield as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerks of the towns of Palmer Monson and Brimfield being the towns within which such repairs and improvements are prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said towns; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Palmer Journal a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested, of the time and place for commencing said view.

And on the said tenth day of May the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the further consideration thereof was deferred until the next meeting of the Commissioners, held at Springfield aforesaid on the fifth day of June then next at which meeting the parties were heard, and after the hearing, said Commissioners proceed to consider and adjudicate upon the prayer of said petition, and after considering the same, said Commissioners did adjudge that that the prayer of the petition should be granted



and no person appearing to object the Commissioners by adjournment from said fifth day of June met on the twenty third day of August at the house of William Hancock in said Palmer and proceeded to locate as follows Beginning at Station No. 1. Easterly of the dwelling house of W. Hancock in Palmer at grade from station No. 1 to station No. 3 the grade must be made uniform from station No. 3 to station No. 5 to surface grade, at station No. 7 a fill of two feet will be required and from the top of the fill of two feet, back to station 5, the grade must be made uniform, and also forward to a point 20 feet Easterly of station No. 8 the grade must be made uniform.

It is also ordered that the summit of the sand hill northerly of the dwelling house of James Fenton be cut down 18 inches and uniform grade made to the North and South from the top of the hill after being cut the 18 inches. Two stone culverts will be required between station No. 6 & 9 in the town of Palmer. one 4 feet wide & 30 inches high & the other 4 feet wide & 3 feet high the same to be built in a good substantial & workmanlike manner.

A stone culvert will be required in the town of Brimfield where the present one is of sufficient capacity to take all surface water the same to be well & substantially constructed.

And now it is ordered that the said town of Palmer, Monson & Brimfield cause the road aforesaid which is within the limits of the said town of P. M. & B. to be worked, made, and completed in the most faithful and workmanlike manner, and as follows, to wit: The said road must be thoroughly ploughed, where ploughing is practicable, and be thoroughly cleared of stones, stumps and roots. The top soil, where it is unsuitable for making a hard and permanent road, must be removed out of the traveled way, or may be used in embankment, if it be so placed as not to be within twelve inches of the surface of the road when finished. Where the materials within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least 12 inches of good gravel or some other good material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of 20 feet for the traveled part of the road. where the subsoil is sand, the said traveled part of the road, after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick, and afterward with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its center to the height of 12 inches. And the traveled part thereof must be worked to the width



of 20 feet, exclusive of the side slopes and of the ditches; so that carriages and teams may pass with safety and convenience over any and every part of the 20 feet aforesaid. The said traveled part of the road must be worked in the center of and parallel to its location, without any regard to the additional widths laid out for materials in constructing the road, except near its angles, which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches, where they are needed, must be constructed entirely without the traveled part of the road of twenty feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty-four degrees, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the center line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side. Over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills, where the road is made partly by embankment and partly by excavation, the road must be crowned, in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the center, and from thence to the exterior or downhill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character, must be made at an angle not exceeding forty five degrees; where the materials are loose gravel or sand, the angle must not exceed thirty degrees from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveler; the railing must consist of straight handsome chestnut poles not less in any part than five inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from center to center. When the sides of embankments are constructed or secured with substantial well laid stone walls, stones two feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good band wall may



be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment with the interior or inside thereof not less than two feet within the edge of the slope of the embankment, and without, in any manner obstructing or interfering with said twenty feet for the traveled part of the road. Where the sides of embankments are constructed, or secured with substantial well laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense this kind of structure will be required) said wall must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular; the road need be worked to no greater width than twenty-four feet on the top or face of the embankment, to furnish a firm support to the railing and the twenty feet clear of all obstructions for the traveled part of the road aforesaid.

All bridges must be constructed with substantial well laid stone abutments, and be covered with the same material with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of 12 inches in addition; except the span of the arch or arches of a bridge, each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank. Whenever a bridge is covered with plank the top of the planking must be at grade, and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the out side thereof, must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty-four feet long, measured at right angles with the direction of the road and be substantially and properly railed to the height of three feet, and to the width of not less than 20 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner, with good firm, straight stone sides, or abutments not less than two feet apart, and 18 inches high, and be covered with the same material with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be crowned 12 inches in addition. The owners of land over which said road is located, retain the legal right to construct cattle culverts, or farm bridges across and underneath the road for their accommodation and convenience, provided they do not thereby increase the ascent or descent in the grading of the road, as hereafter described.



and construct said culverts or bridges in manner prescribed for the bridge, and the said culverts when placed in must forever after be maintained by such owners, their heirs or assigns in good repair and in such condition as to render them safe and convenient for the traveler. In grading the road aforesaid care must be used in front of any dwelling house, or other building where an excavation is required to leave the side bank, though nearest said building, in the best shape for placing in a bank wall if the owner of said building shall so elect, otherwise so to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto, provided, however when such passage ways cannot be made safe and convenient by sloping as aforesaid culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling house or other building, it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be.

Trees that have been planted or reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it.

And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings, intersections or connections therewith, as to render them perfectly safe and convenient for the traveler.

And it is further ordered that the grading of the road aforesaid which lies within the towns of C. M. B. be so worked as not in any place to exceed the angles of ascent or descent from a horizontal line hereafter mentioned. The grade pins are all placed on the north side of the location, and all driven down to near the surface of the earth. The admeasurements is given in feet and the decimal parts of a foot. And it is further ordered that the said road which lies in the towns of Palmer, Monson and Brimfield and between the house of William Hancock in Palmer and the dwelling house of James Panton in Brimfield be worked and graded at all points according to the printed specifications contained in this order and that it be worked and completed and made safe and convenient for travelers to pass over with their teams carriages cattle and horses, and to the acceptance of the County Commissioners on or before the first day of November in the Year of our Lord eighteen hundred & sixty six

Chs. C. Wright } County Commissioners  
A. N. Merrick } of Hampden



All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears.  
And now the said report being read and considered is accepted and the road established as and for a public highway

At a meeting of the County Commissioners of the County of Hampden, holden at Springfield, within and for said County, on the seventh day of August in the year of Our Lord one thousand eight hundred and sixty six.

It is ordered, that the County of Hampden be divided into the following districts for the purpose of choosing members of the House of Representatives of the Commonwealth of Massachusetts.

District No. 1. The towns of Monson, Brimfield, Holland and Wales, containing eleven hundred and two legal voters, shall form one district to be called District Number One, and shall be entitled to elect one representative.

District No. 2. The towns of Palmer and Wilbraham containing nine hundred and sixty six legal voters shall form one District to be called District Number two, and shall be entitled to elect one representative.

District No. 3. The first second and third Wards of the City of Springfield, containing two thousand and ninety nine legal voters, shall form one district to be called District Number Four, and shall be entitled to elect ~~three~~ representative

District No. 4. The fourth and sixth Wards of the City of Springfield containing twelve hundred and eighty one legal voters, shall form one district to be called District Number four, and shall be entitled to elect one representative.

District No. 6. The towns of Holyoke, Chicopee and Ludlow, containing two thousand one hundred and five legal voters, shall form one district to be called District Number six, and shall be entitled to elect two representatives

District No. 7. The towns of Granville, Southwick, Agawam, West Springfield and Longmeadow, containing sixteen hundred and seventy six legal voters, shall form one district to be called District Number seven, and shall be entitled to elect two representatives

District No. 8. The town of Westfield, containing thirteen hundred and twenty six legal voters, shall form one district to be called District Number

twelve hundred and eighty one legal voters shall form one District to be called District Number five. The fifth, seventh and eighth wards of the city of Springfield containing twelve hundred and eighty one legal voters shall form one District to be called District Number five.

Representative  
Districts



Eight, and shall be entitled to elect one representative  
District No. 9. The towns of Chester, Blandford, Montgomery, Russell and  
Pollard, containing nine hundred and seventeen legal voters shall  
form one district to be called District Number Nine, and shall be entitled  
to elect one representative.

And, it is further Ordered by the Commissioners aforesaid that the  
places for the meeting of the Clerks of the several towns in their respective  
representative districts, for the purpose of ascertaining the result of  
elections shall be as follows (to wit)

For District Number One. At the Selectmen's Office in Brimfield  
For District Number Two. At the House of Warren W. Collins, at Collins Depot in  
Wilbraham

For District Number six. At the town Clerk's Office in Chicopee

For District Number seven. At the town Clerk's Office in Agawam

For District Number nine. At the town House in Blandford

It is now ordered that there be allowed to Lucas B. Chapin as  
damages to land taken for the road located on the petition of  
Charles W. Paulitt & others instead of the sum of four hundred  
& twenty three Dollars heretofore allowed the sum of four hundred  
and seventy three Dollars.

Land Damages  
\$1474.20

The sum of one thousand four hundred and seventy four  
Dollars and twenty cents is allowed for damages to land  
taken in the location of highways and the same is ordered to be  
paid from the County highway as follows

Petition of C. M. Croley & als

The Warriner Heirs

\$81.20

Petition of S. S. Chase & als

The Holyoke Water Power Co.

445.

Estate of Jedediah Day

200.

Petition of Charles W. Paulitt & als

Lucas B. Chapin

473

Petition of L. W. Shepard & als

Edwin C. Noble

200

Bester C. Pyon

75.

\$1474.20

Accounts

Sundry accounts against the County being now presented for  
allowance the same amounting to the sum of six thousand  
forty three Dollars and fifty one cents are allowed and ordered to  
be paid from the County Treasury



Campden S. S. September 8<sup>th</sup> 1866

Judgment is entered up according to reports & and all  
matters not acted upon are ordered to be continued and this  
meeting is adjourned without day

Attest Geo Morris Clerk



Commonwealth of Massachusetts  
 Hampden SS. At a meeting of the County Commissioners  
 begun and holden at Springfield within and for the County  
 of Hampden on the first Tuesday of October being the  
 second day of said month and by adjournment on the  
 fifteenth and twentieth days of said month on the  
 ninth and twentieth days of November and on the  
 first and twelfth days of December in the year one  
 thousand eight hundred and eighty six

Present Charles C Wright Esq  
 Ambrose W Merrill " } County Commissioners  
 Daniel G Potter "

no 16  
 No B Lewis for Pet  
 for <sup>new</sup> location of highway

To the County Commissioners of the County of Hampden  
 The town of Westfield by its selectmen and also sundry inhabitants  
 of said town whose names are hereunto subscribed hereby  
 request that said commissioners after due proceedings had, would  
 please to locate anew that part of the old Pochapi road  
 in said Westfield which lies between the house of Dr. Gammon  
 and a point near great river bridge between said bridge  
 and the Western Rail Road depot for the purpose of establishing  
 the boundary line of said first mentioned road as well ever  
 yours

Feb 13 1866

No B Lewis } Selectmen of  
 Wm Provin } Westfield  
 Elisha Gaylord }  
 & others

The foregoing petition was entered at a meeting of the County  
 Commissioners holden at Springfield within and for said  
 county on the fourth Tuesday of December in the year  
 of our Lord One thousand eight hundred and eighty six  
 At which meeting the Commissioners during a recess of the  
 premises expedient appointed Wednesday the twenty eighth  
 day of March then next and nine o'clock in the  
 forenoon, at the Foster House in Westfield as the time  
 and place for viewing the premises; and caused a copy  
 of said petition to be served upon the clerk of the town of  
 Westfield and the Western Rail Road Corporation being the town  
 within which new location is prayed for, thirty days



at least before the time appointed for said view, and also caused  
abstracts of said petition, containing the substance thereof, to  
be posted in two public places in said town, and also gave  
notice to all persons interested by causing a copy of said petition  
to be published three weeks successively in the Westfield Newsletter  
a newspaper published in said county, said posting and  
the last publication of said copy having been fourteen days  
at least before the time appointed for said view, and before  
said view was had, said Commissioners gave notice in like  
manner as described in the foregoing notice of the petition,  
to all persons interested, of the time and place of commencing  
said view. And on the said twenty eighth day of March the Commissioners  
met at the time and place appointed, and proceeded to view the  
premises, and having viewed the same the further consideration  
thereof was deferred till the next regular meeting of the  
Commissioners, held at Springfield aforesaid, on the fourth  
Tuesday of June then next at which meeting the parties were  
heard, and after the hearing, said Commissioners proceeded to consider  
and adjudicate upon the prayer of said petition, and after  
considering the same, said Commissioners did adjudge,  
that the prayer of the prayer of the petition be granted.  
And after adjudicating as aforesaid, the said Commissioners  
appointed Monday the twentieth day of August then next  
and nine o'clock in the forenoon at the Porter House in  
said Westfield as the time and place when and where they would  
meet and proceed to locating anew. and the said Commissioners  
having given notice of the adjudication and the time and place  
appointed for locating anew in the same manner as the  
notice and publication was given and made, and as  
is by law in such cases made and provided, before proceeding  
to view (except publishing an abstract of said petition instead of  
a copy thereof) on the said twentieth day of August met and  
proceeded to locate anew as follows (Beginning at a Stone Monument  
at a point on the Easterly side of the Northampton road. bearing from  
the North Westerly corner of the Ketcham Block. North thirty three  
and one quarter degrees. East fifty five and one fourth feet  
distant, and also from the North Easterly corner of said block,  
North four degrees West. sixty five and one fourth feet distant.  
And also bearing from the center of a Maple tree South  
twelve degrees East six and a half feet distant. Then  
running on the Northerly side of the location South.



Seventy two and a quarter degrees East. One Hundred and thirty two feet to a stone. Then North fifty four degrees East seventy four feet to a Stone Monument. The survey of the Southernly line of the location begins at a Stone Monument on the Easterly side of the aforesaid Northampton road at a point four and three quarters feet from the NorthWesterly corner of the Ketchum Block aforesaid, in range of the Westerly end. — Then running North Seventy two and one third degrees East. Two hundred and thirteen feet to a stone at a point four feet from the SouthWesterly corner of the Morgan House so called in range of the Southernly side then North forty one degrees East One hundred and thirteen feet to a stone monument at the SouthWesterly corner of John Patchmuns land. The Highway embraces all the land lying between the aforesaid lines as run.

The Several owners of land are allowed until the fifteenth day of November in the year of our Lord one thousand eight hundred and sixty six to remove their buildings trees and fences The width of this highway is established at three rods —

The Commissioners having heard all parties in reference to damage that express a desire to be heard and it not appearing that any person or corporation was entitled to damages none are awarded —

Chas C Wright } County Commissioners  
 A N Merrill } of  
 Dunc G Potter } Hampden County

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appear, and now the said report being read and considered is accepted and the road established as and for a public highway —

No 14. Old Colchester & Ab. Rd. To The County Commissioners of the County of Hampden  
 for alterations in the The Undersigned, Your petitioners represent that whereas  
 Boston Road between numerous petitions are before your board for specific  
 Collins Depot in Wilbraham repairs, in some portions of the Boston road between  
 and Sedgwick corner in Collins Depot or Wilbraham and the Sedgwick corner  
 in Palmer, also for alterations around some points  
 of the old road and believing none of them  
 fully answer the public want, and necessity, and



believing one petition before open asking for repairs on  
some portions of said road and hoping by others is  
only the wish of a few selfish men. We therefore humbly  
pray your board to view said road and order  
such improvements by straightening widening and grading  
the hills especially the Thayer hill as in your  
judgment the public wants require.

D. C. Calhoun & others—

The foregoing petition was entered at a meeting of the  
County Commissioners holden at Springfield within and  
for said county on the fourth Monday of December in  
the year of our Lord one thousand eight hundred and  
sixty five— At which meeting the Commissioners deeming a  
view of the premises expedient appointed Wednesday  
the ninth day of May then next and next ensuing on the  
forenoon at Cedar's Depot in Wilbraham as the time  
and place for viewing the premises; and caused  
a copy of said petition to be served upon the clerks  
of the towns of Wilbraham Monson Palmer being the  
towns within which such repairs and improvements  
are prayed for, thirty days at least before the  
time appointed for said view; and also caused  
abstracts of said petition, containing the substance  
thereof, to be posted in two public places in said  
towns; And also gave notice to all persons interested  
by causing a copy of said petition to be published  
three weeks successively in the Palmer Journal  
a newspaper published in said County, said posting  
and the last publication of said copy having been  
fourteen days at least before the time appointed  
for said view; And before said view was had, said  
Commissioners gave notice in like manner as  
described in the foregoing notice of the petition to all  
persons interested of the time and place for commencing  
said view. And on the said ninth day of May the  
Commissioners met at the time and place appointed and  
proceeded to view the premises and having viewed the  
same the further consideration thereof was deferred  
till the next regular meeting of the Commissioners held  
at Springfield aforesaid on the fourteenth day of May then  
next, at which meeting the parties were heard and after



the hearing said Commissioners proceed to consider and  
 adjudicate upon the prayer of said petition, and after  
 considering the same said Commissioners did adjudge that  
 the prayer of the petition be granted, as by the report  
 in writing of said view and adjudication on file appears  
 and after adjudicating as aforesaid, said Commissioners appointed  
 Tuesday the nineteenth day of June then next and one  
 o'clock in the afternoon at the Annapolis House in  
 said Baltimore as the time and place when and where  
 they would meet and proceed to make said repairs  
 and improvements as are prayed for and the said  
 Commissioners having given notice of the adjudication  
 and the time and place appointed for in the same  
 manner as the notice and publication was given  
 and made, and as is by law in such cases made and  
 provided, before proceeding to view except publishing  
 an abstract of said petition instead of a copy thereof  
 on the said nineteenth day of June met and proceeded  
 to order such alterations and improvements and  
 repairs as are prayed for, commencing at the line  
 westerly of the Silver Street road in the town of Wilkingsham  
 and at Station No One which is at grade at Station  
 No Two fell  $4\frac{1}{2}$  feet at Station No Three fell 3 feet at  
 Sta No 4 cut  $1\frac{3}{4}$  feet at Sta No 5 cut  $5\frac{1}{2}$  feet at Sta No 6  
 grade from Station No 6 to No 9 uniform grade at  
 No 10 cut 1 foot from No 11 to No 14 uniform grade from  
 No 14 to No 18 surface grade. At No 19 fell  $1\frac{6}{10}$  feet  
 at Station No 20 fell 2 feet at Sta No 21 fell  $3\frac{7}{10}$  feet at  
 Sta No 22 fell  $1\frac{1}{10}$  feet at No 23 cut  $3\frac{8}{10}$  feet at No 24  
 cut two feet at Sta No 25 grade and from No 25 to  
 No 31 surface grade at No 32 cut four feet at No 33 cut  
 $8\frac{1}{10}$  feet at No 34 fell  $1\frac{1}{10}$  feet at No 35 fell  $3\frac{9}{10}$  feet  
 at No 36 fell  $2\frac{4}{10}$  feet at No 37 grade from this station  
 to Sta No 40 surface grade at Sta No 41 fell 2 feet  
 at Sta No 42 fell 4 feet at No 43 fell  $4\frac{1}{2}$  feet at No 44  
 fell  $2\frac{3}{4}$  feet at No 45 grade at No 46 cut  $2\frac{1}{2}$  feet  
 at No 47 cut  $2\frac{1}{2}$  feet at No 48 cut 4 feet at No 49  
 cut 2 feet No 50 grade from Sta No 51 to Sta No 53 surface  
 grade at Sta No 54 a cut of 11 feet will be required  
 and used as a fill near to station No 54 from Sta No 55  
 to Sta No 57 surface grade at Sta No 60 fell  $1\frac{1}{2}$  feet



at no 61 cut  $1\frac{1}{2}$  feet at no 62 cut four feet at no 63  
cut  $2\frac{1}{10}$  feet at no 64 fill  $3\frac{1}{10}$  feet at no 65 fill  
 ~~$3\frac{1}{10}$  feet~~ at no 66 fill 3 feet at no 67 grade  
And now it is ordered that the said towns of Milbraun  
and Palmer cause the road aforesaid which is within  
the limits of the said towns of Milbraun & Palmer to be  
worked, made and completed in the most faithful  
and workmanlike manner, and as follows to wit: The  
said road must be thoroughly ploughed, when ploughing  
is practicable and be thoroughly cleared of stones stumps  
and roots. The top soil, where it is unsuitable for making  
a hard and permanent road, must be removed out  
of the traveled way, or may be used in embankments  
if it be so placed as not to be within twelve inches  
of the surface of the road when finished. Where  
the materials within the traveled part of the road  
are unsuitable for making a hard and durable  
road, and the subsoil under the same is of  
a loamy or clayey character a top covering of at  
least ten inches of good gravel or some other good material  
(the best that can be obtained in the vicinity, whether within  
or without the location of the road) will be required  
over the whole width of twenty feet for the traveled  
part of the road. Where the subsoil is sand, the said  
traveled part of the road after being properly graded  
must be uniformly covered over its whole width with  
a coat of lewis four inches thick, and afterwards  
with a top covering of eight inches of good gravel or  
some other good material, spread evenly over its  
whole surface. Said road must be judiciously crowned  
from the exterior of the sides of the traveled part  
thence to its center to the height of twelve inches. And  
the traveled part thereof must be worked to the  
width of twenty feet exclusive of the side slopes  
and of the ditches; so that carriages and teams may  
pass with safety and convenience over any and every  
part of the twenty feet aforesaid. The said traveled  
part of the road must be worked in the center  
of and parallel to its location without any regard  
to the additional widths laid out for materials in  
constructing the road except near its angles, which must be



judiciously rounded, so as to render the turnings  
 as gradual and easy as practicable. In grading the  
 road, care must be taken to avoid unnecessary  
 undulations, and in no instance can an angle of  
 ascent or descent in the direction of the road be  
 allowed of greater magnitude than is hereafter  
 mentioned. The side ditches, where they are needed,  
 must be constructed entirely without the traveled  
 part of the road of twenty feet as aforesaid, and must  
 be made by sloping from the exterior line of the  
 traveled part of said road two and a half feet, at  
 an angle of twenty four degrees or two and one half feet  
 slope to one foot rise, to be measured horizontally with  
 the base or chord line of the crown of the road;  
 they must be worked parallel with the center line  
 of the traveled part of the road without unnecessary  
 curvatures in their direction, and must gradually descend  
 with a smooth even surface in the direction of the road,  
 towards the point of discharge in such manner that no  
 water can permanently stand by the road side. Over  
 swamps or meadow land where the road is made  
 by embankment, and is liable from its weight to settle  
 or sink through the mud the side ditch will in  
 no instance be allowed. On the side of hills, where  
 the road is made partly by embankment and  
 partly by excavation, the road must be crowned  
 in manner before mentioned, from the edge of the  
 interior slope of the ditch on the uphill side to  
 the center, and from thence to the exterior or downhill  
 side must be made nearly or quite level. All sides  
 of excavations or embankments where the materials are  
 of a loamy or adhesive character must be made at an  
 angle not exceeding forty five degrees; where the materials  
 are loose gravel or sand the angle must not exceed thirty  
 degrees from a horizontal line, or two feet slope to one  
 foot rise. Said road must be firmly and substantially  
 railed, where railing is necessary for the safety and  
 convenience of the traveler. The railing must consist  
 of straight hard some chestnut poles, not less in any part  
 than five inches in diameter, and be securely fastened  
 with iron bolts to stone or chestnut posts two feet



high above the face of the road not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from center to center. Where the sides of embankments are constructed or secured with substantial well laid stone walls, stones two feet high above the face of the road, and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splittings of said railing must be made on the summit or top of some one of the stone supports aforesaid by chamfering the joining ends of each of said poles or posts, at least one foot in length, in such manner that the chamfered faces will fit and lie close together, with the iron bolt aforesaid passing directly through the center of said joining or splitting, or a stone wall built in a substantial and workmanlike manner two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on or good bond wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment with the interior or inside thereof not less than two feet within the edge of the slope of the embankment and without in any manner obstructing or interfering with said twenty feet for the traveled part of the road. Where the sides of embankments are constructed or secured with substantial well laid stone walls instead of the earth slopes before mentioned, (and where the materials can be obtained at a reasonable expense this kind of structure will be required, said walls must be battered back toward the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular; the road need be worked to no greater width than twenty four feet on the top or face of the embankment to furnish a firm support to the railing and the twenty feet clear



of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial well laid stone abutments, and be covered with the same material with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of twelve inches in addition; except the span of the arch or arches of a bridge each exceed three feet in the clear, when it may be covered with good chestnut or white oak three inch planks. Whenever a bridge is covered with plank the top of the planking must be at grade, and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty four feet long, measured at right angles with the direction of the road, and be substantially and properly railed to the height of three feet, and to the width of not less than twenty feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner, with good firm straight stone sides, or abutments not less than two feet apart, and eighteen inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be crowned twelve inches in addition. The owners of land over which said road is located retain the legal right to construct cattle culverts or farm bridges across and underneath the road for their accommodation and convenience, provided they do not thereby increase the ascent or descent in the grading of the road as hereafter described, and construct said culverts or bridges in manner prescribed for the bridges; and the said culverts when placed in must forever after be maintained by such owners, their heirs or assigns, in good repair and in such condition as to render them safe and convenient for the travel. In grading the road aforesaid care must be used in



front of any dwelling house or other building where an excavation is required, to leave the side bank through nearest said building, in the best shape for placing in a bank well if the corner of said building shall so elect, otherwise so to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto; provided however, when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling house or other building it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing, (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be. Trees that have been planted or reared beside the proposed traveled way by the owners of land over which said location is made whether for the fruits they yield, or the shade and ornament they furnish to the farm adjacent are not to be removed or injured, unless the construction and safety of the road absolutely require it. And it is further ordered that all other roads crossing intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings, intersections or connections therewith, as to render them perfectly safe and convenient for the traveler. And it is also further ordered that at all points between Station No 1 in Milbraham to the Silver Street road and the house of Abner Hastings in Palmer, the rocks and stones must be removed from the road bed and also from the sides of the road so far as to give a uniform width of twenty feet exclusive of side ditches where the bed of the road is sandy or struck compliance with the printed specifications will be required, And it is ordered that so much of the road that lies easterly of station No 39 in the town of Palmer



And the dwelling house of Alvin Hastings be mended and made safe and convenient for travelers to pass over with their horses and carriages and teams and that it be made and completed by the town of Palmer on or before the first day of December in the year One thousand eight hundred and sixty one to the acceptance of the County Commissioners. And it is further ordered that that portion of the road between Station No 1 in Cheltenham and Sta No 34 in Palmer be mended and made safe for travelers to pass over with their teams and carriages And that it be made and completed by the towns of Cheltenham and Palmer on or before the first day of July One thousand eight hundred and sixty seven to the acceptance of the County Commissioners

The County Commissioners having <sup>given</sup> notice to all parties interested in relation to damages and no persons appearing to claim damages none are awarded

Daniel Potter one of the County Commissioners being disqualified by reason of residence in acting upon the foregoing petition Edwin H Ball of Holyoke one of the Special Commissioners was notified and acted in his stead

Not concerning  
AMM

Chas Wright } County Commissioners  
AMM }  
Edwin H Ball } Hampden County

All of which by the report of said commissioners filed among the proceedings on the above said petition fully appears and now the said report being read and considered is accepted and that road established as and for a public highway

No 20. E. P. Hayden vs  
Pet for the const of a road  
from Blanford to Westfield

To the County Commissioners of the County of Hampden  
Your petitioning inhabitants of the towns of Blanford and  
Roxbury would respectfully represent that the public  
convenience and wants require that a road and  
highway should be laid out and constructed beginning  
on the highway leading from Blanford to Westfield near  
the house of Horatio Wyman in Blanford and  
running easterly to, and intersecting the brook road in



in said town near the first bridge on said brook road, West  
of the Russell town line. Your petitioners would therefore  
ask that your honors would view the premises  
and locate and construct said road and highway according  
to the laws in such cases made and provided. And your  
petitioners as in duty bound will ever pray. Dated  
at Blanford January 30th 1866  
Eli. P. Hayden & others

The foregoing petition was entered at a meeting of the County  
Commissioners holden at Springfield within and for said county  
on the fourth Monday of December in the year of our  
Lord One thousand eight hundred and sixty five at which  
meeting the Commissioners deeming a view of the premises  
expedient appointed Friday the fourth day of May then  
next and two o'clock in the afternoon at the house  
of Horatio Wyman in Blanford as the time and  
place for viewing the premises; and caused a copy of  
said petition to be served upon the clerk of the town  
of Blanford being the town within which such  
new road is prayed for, thirty days at least before  
the time appointed for said view; and also caused  
abstracts of said petition containing the substance  
thereof to be posted in two public places in  
said town and also gave notice to all persons interested  
by causing a copy of said petition to be published three weeks  
successively in the Springfield Weekly Republican a newspaper  
published in said County, said posting and the last publication  
of said copy having been fourteen days at least before  
the time appointed for said view; and before said view was  
had, said Commissioners gave notice in like manner as  
described in the foregoing notice of the petition to all  
persons interested of the time and place for commencing  
said view. And on the said fourth day of May the  
Commissioners met at the time and place appointed, and  
proceeded to view the premises and having viewed  
the same the Commissioners then determined to hear  
the parties at the same time of said view. And having  
heard the parties, said Commissioners then proceeded to  
consider and adjudge upon the prayer of said  
petition and after considering the same said Commissioners



did then and there adjudge that common convenience and necessity require that the prayer of the petitioners should not be granted as by the report in writing of said view and adjudication on file appear.

All of which by the report of said commissioners filed among the proceedings on the aforesaid petition fully appear and now the said report being read and considered it is ordered that said petition be dismissed.

Oliver Wright County Commissioners  
 Amos Munnick }  
 J. S. Potter } Hampden County

C. E. Kent & others Pet for  
 a new highway in  
 Southwick

29

To the County Commissioners of the County of Hampden  
 The undersigned citizens of Southwick respectfully represent that the public convenience and wants require that a highway be laid out commencing near the corner of the road east of Chauncy E. Kent's dwelling house then running easterly and South of the present road to near the house of David Rowter then running North easterly and terminating near the bridge East of Oliver Root's house in Southwick. Your petitioners therefore respectfully request your honorable board to view the premises and locate a highway between the points above described.  
 Southwick Mar 17/1866. C. E. Kent & others.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the second Tuesday of April in the year of our Lord One thousand eight hundred and sixty six - At which meeting the Commissioners deeming a view of the premises expedient appointed Wednesday, the twenty third day of May then next and ten o'clock in the forenoon at the house of Oliver Root in Southwick as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Southwick being the town within which such new location is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition containing the substance thereof to be posted in two public places



in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Republican a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested of the time and place for commencing said view. And on the said twenty third day of May the Commissioners met at the time and place appointed and proceeded to view the premises and having viewed the same the Commissioners then determined to hear the parties at the same time of said view; and having heard the parties said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same said Commissioners did then and there adjudge that common convenience and necessity require that the prayer of the should not be granted —

L C Wright } County Commissioners  
 C W Merrill }  
 J C Potter } Hamilton County

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appear And now the said report being read and considered it is ordered that said petition be dismissed

To the County Commissioners of the County of Hamilton  
 I W Balduin & others  
 Pet for alteration of  
 roads in Hamilton and  
 Tolland  
 30  
 We your petitioners citizens of the towns of Brattle and Tolland would respectfully represent that the stage road leading through said towns is circuitous hilly and out of repair We your petitioners therefore respectfully request your honorable board to view said road and make such alterations and repairs as you may think public convenience requires. And as in duty bound we ever pray. Dated at Tolland Mch 24 1866

I W Balduin & others



The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the second Tuesday of April in the year of our Lord One thousand Eight hundred and sixty six. At which meeting the Commissioners deeming a view of the premises expedient appointed Wednesday the twenty third day of May then next and two o'clock in the afternoon at the house of D. B. Butler in West Brimfield as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the towns of Brimfield and Holland being the towns within which such alterations and repairs are prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Republican a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said twenty third day of April the Commissioners met at the time and place appointed, and proceeded to view the premises and having viewed the same the Commissioners then determined to hear the parties at the same time of said view; and having heard the parties said Commissioners then proceeded to consider and adjudge upon the prayer of said petition; and after considering the same said Commissioners did then and there adjudge that common convenience and necessity requires that the prayer of said petition should not be granted.

Wm. C. Wright { County Commis.  
 A. M. Merrill } of  
 Daniel B. Pratt. { Hampden County

all of which by the report of said commissioners filed among the proceedings on the aforesaid petition fully appears



and now the said report being read and considered it is  
ordered that the said petition be dismissed

To the County Commissioners of the County of Hampden  
Whereas by petition of the Selectmen of the town of West  
Springfield. Your honorable board has under advisement  
the alteration and lowering of the highway leading from  
Springfield to Westfield near the house of John D Smith  
in said town so that said highway shall pass under  
the track of the Western Rail Road Corporation. Now therefore  
the said Western Rail Road Corporation respectfully represent  
that the public safety and convenience and the  
interest of the said Corporation will not be promoted  
by the alteration and lowering of said highway in  
the manner and at the point contemplated by the  
said petition; but that if any alteration be made  
in said highway it should be so altered and  
lowered as to pass under said Western Rail Road  
track at some point not exceeding one hundred and fifty  
feet eastward from the present crossing. Wherefore  
the said corporation doth respectfully pray your  
honorable Board suspending all action upon the  
petition aforesaid, to view and examine the premises  
herein referred to and to cause such an order to be  
made thereon, as shall in your judgment  
best promote the Public safety and the interest  
of said Corporation as in duty bound will ever pray

Western Rail Road Corporation by  
J. L. Barnard.

The foregoing petition was entered at a meeting of the  
County Commissioners holden at Springfield within and  
for said county on the second Tuesday of April in the  
year of our Lord One thousand eight hundred and sixty six  
At which meeting the Commissioner deeming a view  
of the premises expedient appointed Tuesday the twenty  
first day of June then next and two o'clock in the  
afternoon at the house of John D Smith in West Springfield  
as the time and place for viewing the premises; and  
caused a copy of said petition to be served upon the clerk  
of the town of West Springfield and the Western Rail Road  
Corporation being the town within which such

The West RR Corp Pet  
for alteration of highway in  
West Springfield  
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alterations of road as prayed for, thirty days at least  
 before the time appointed for said view; and also caused  
 abstracts of said petition containing the substance thereof  
 to be posted in two public places in said town and  
 also gave notice to all persons interested by  
 causing a copy of said petition to be published three  
 weeks successively in the Springfield Daily Republican  
 a newspaper published in said county said posting and  
 the last publication of said copy having been fourteen days  
 at least before the time appointed for said view; and before  
 said view was had, said Commissioners gave notice in like  
 manner as described in the foregoing notice of the petition  
 to all persons interested, of the time and place for commencing  
 said view. And on the said twenty first day of June the  
 Commissioners met at the time and place appointed and  
 proceeded to view the premises, and having viewed the  
 same the further consideration thereof was deferred till  
 the next regular meeting of the Commissioners, held at  
 Springfield aforesaid on the seventh day of July then next  
 at which meeting the parties were heard and after the hearing  
 said Commissioners proceed to consider and adjudicate upon  
 the prayer of said petition, and after considering the same  
 said Commissioners did adjudge that the prayer of the petition  
 be granted as by the report in writing of said view and adjudication  
 in file appear. Thereupon said Commissioners appointed Tuesday  
 the twenty first day of August then next and next ensuing  
 in the forenoon at the house of John D. Smith in said  
 West Springfield as the time and place when and where  
 they should meet and proceed to locate said alteration  
 and the said Commissioners having given notice of the  
 adjudication and the time and place appointed for locating  
 in the same manner as the notice and publication  
 was given and made, and as is by law in such case  
 made and provided before proceeding to view, except  
 publishing an abstract of said petition instead of a copy  
 thereof on the said twenty first day of August met and  
 proceeded to locate as follows - to wit. Beginning at a stone  
 monument on the ~~South~~ side of the highway, northerly  
 of the passage way beneath the Rail Road track to be  
 described, then running North Sixty four degrees East  
 three hundred and fifty eight feet to a stone monument



and through land of Edifan Sibley, then North twenty seven  
and one half degrees East under said Rail Road Track  
to a stone monument. Then North twenty two degrees  
East sixty two feet to a stone monument 150 or near the  
South line of the highway and intersecting the present  
highway on the last course. The bounds are set and the  
line is run on the Southern side of the road,  
and the same is located four rods wide except  
the last course and distance which is four rods wide  
at the beginning and then at the end with straight  
side lines, and now it is ordered that the Western  
Rail Road Corporation make and construct the highway  
as changed and located to be widened twenty feet  
wide exclusive of ditches with the exception of a distance  
of forty feet length each way from the tunnel under  
the track, which must be widened thirty feet wide  
from shoulder to shoulder, the whole to be crowned  
at least twelve inches, sufficiently hardened with good  
gravel a depth at least of twelve inches over the surface  
of the twenty and thirty feet width with suitable  
provisions to convey the water from the side ditches  
northwesterly of the tunnel, through the tunnel and  
across the road Southernly, good intersections to be made  
at the western terminus, also the Eastern a cut  
being required from the tunnel Easterly uniform  
and the road cut to exceed three degrees, from  
the tunnel northwesterly to a point opposite John D Smith's  
house a cut will be required, the road to be uniform  
when completed and widened the present width of the old road,  
or a new road built instead of this portion of the old  
last mentioned which must be satisfactory to the County Commission  
the passage way through the Rail Road and beneath the  
track must be twenty feet in width in the clear  
thirteen feet in depth below the supporting road or lower  
extremes of the Rail Road Bridge. Substantial side and wing  
walls will be required through the cut of the  
Rail Road also all approaching walls necessary,  
the corner of which must accord with the lines  
of the highway, all in a good and workmanlike  
manner and to the acceptance of the County Commission  
on or before the first day of December 1866—



And it is further ordered that said Rail Road Corporation pay to Charles R Soudel County Treasurer the sum of One Hundred and ten dollars on or before said first day of December as the amount of land damages awarded to Elijah Sibley, no other person or Corporation appearing to claim damages and in the opinion of the Commissioners none are entitled none are awarded

Chas C Wright County  
 M M Merrill } Commissioners  
 D W Potter }  
 Humpden (and)

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears And now the said report being read and considered is accepted and the road established as and for a public highway—

To the County Commissioners of the County of Humpden  
 W B Whitney sub Pet for Respectfully represent the subscribers inhabitants of Westfield in said County, that a certain highway in said Westfield called School Street, is narrow and inconvenient for public travel, and that public convenience and necessity requires that said street should be located anew between the Green and Washington Street and also that Elm Street should be located anew between the Green and Franklin Street in said Westfield. Wherefore your petitioners pray that you view said highway and locate anew the same for the purpose of making alterations in the width of said school street upon the north side thereof between the points above mentioned and also make alterations in the width of said Elm Street upon the west side thereof between the Green and Franklin Street and as an duty bound will ever pray. Westfield June 2 1866.

W B Whitney Others

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the second Tuesday of April in the year of our Lord One thousand eight hundred and sixty six - at which meeting the Commissioners deeming a record of the premises



expedient, appointed Monday the nineteenth day of July then  
next and more o'clock in the forenoon at the Woronoco House  
in Westfield as the time and place for viewing the premises;  
and caused a copy of said petition to be served upon the  
clerk of the town of Westfield being the town within which  
such new location is prayed for, thirty days at least  
before the time appointed for said view; and also  
caused abstracts of said petition containing the substance  
thereof to be posted in two public places in said  
town. And also gave notice to all persons interested  
by causing a copy of said petition to be published  
three weeks successively in the Westfield News Letter a  
newspaper published in said County said posting  
and the last publication of said copy having been  
fourteen days at least before the time appointed  
for said view; and before said view was had, said  
Commissioners gave notice in like manner as described  
in the foregoing notice of the petition, to all persons  
interested, of the time and place for commencing said  
view. And on the said sixteenth day of July the Commissioners  
met at the time and place appointed for said view; and  
before said view was had, said Commissioners gave notice in  
like manner as described in the foregoing notice of the petition  
to all persons interested of the time and place for commencing  
said view. And on the said sixteenth day of July the  
Commissioners met at the time and place appointed and  
proceeded to view the premises and having viewed  
the same the further consideration thereof was deferred  
till the next regular meeting of the Commissioners held  
at Springfield aforesaid on the seventh day of August  
then next at which meeting the parties were heard  
and after the hearing said Commissioners proceeded to consider  
and adjudicate upon the prayer of said petition  
and after considering the same said Commissioners  
did adjudge that the prayer of the petition should  
be granted as by the report in writing of said view  
and adjudication on file appears. And said Commissioners  
thereupon appointed Monday the seventeenth day of September  
then next and more o'clock in the forenoon at the  
Woronoco House in said Westfield as the time and place  
when and where they would meet and proceed to



and the said commissioners having given notice of the adjudication and the time and place appointed for said new locating in the same manner as the notice and publication was given and made and as is by law in such cases made and provided, before proceeding to rein except publishing an abstract of said petition instead of a copy thereof) on the said seventeenth day of September met and proceeded to new locate as follows—commencing at the South Enderly corner of the Methodist Church and running thence North  $25^{\circ}$  East 196 feet to a monument at the intersection of Church Street thence North  $23\frac{3}{4}^{\circ}$  East touching the face wall of Dr George Andrews brick building 343 feet to the Southwesterly line of Arnold Street thence North  $22^{\circ}$  East 521 feet to a stone monument at the Southwesterly line of Franklin Street.

The several owners of land are allowed until the fifteenth day of November A.D. 1866 to remove their buildings trees and fences. And the commissioners having heard all parties in reference to damages that respects a claim to be heard have adjudged and awarded damages as follows to wit

To George H Moreley and Prudence P. Moran the sum of Seven Hundred and fifty dollars.

And the commissioners further assess the damages awarded to the said Moreley & Moran upon the town of Westfield and order said Town of Westfield to pay to Charles R Sudd County Treasurer the sum of Seven Hundred and fifty dollars being amount of damages awarded to the said Moreley and Moran.

And the commissioners further assess all other damages and expenses arising in the case upon said Town of Westfield and order the same to be paid by the said Town of Westfield to Charles R Sudd County Treasurer. No other person or corporation appearing to claim damages and it not appearing that any person or corporation was entitled to any none are awarded—

C. C. Wright } County Commissioners  
 H. M. Merrill } of  
 June 1st 1866 } Hampden County



all of which by the reports of said commissioners filed among the proceedings on the aforesaid petition fully appears and now the said report being read and considered is accepted and the road established as and for a public highway—

To the County Commissioners of Montiden County  
Your petitioners citizens and taxpayers of the towns of  
Monson Milbraham and Palmer humbly represent that  
the road as laid out by your board in the town  
of Monson around the Shepard and Shearer hills  
so called in the towns of Milbraham and Palmer  
is not necessary to subserve the public wants  
tending into consideration the great expense  
of said road compared with that of grading  
the hills of the old road, and the small  
amount of travel that necessarily passes over  
said road with the conveniences of travel and  
freight over the Western Rail Road &c We therefore pray  
your board to view said road and take such  
action in reference to said discontinuance as in your  
judgment the public good and necessity requires and  
as in duty bound ever pray

June 25-1866.

Otis S. Shepard & others.

Otis S. Shepard & others  
Pet for discontinuance of highway  
in Monson

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The foregoing petition was entered at a meeting of the County  
Commissioners holden at Springfield within and for said  
county on the fourth Tuesday of June in the year of our  
Lord one thousand eight hundred and sixty six. At which  
meeting the commissioners deeming a view of the premises  
expedient appointed Wednesday the fifteenth day of August  
then next and three o'clock in the afternoon at the  
house of Dr. Coakley in Monson as the time and  
place for viewing the premises and caused a copy  
of said petition to be served upon the clerks of the  
towns of Milbraham Palmer & Monson being the  
town within which said discontinuance is prayed  
for thirty days at least before the time appointed  
for said view, and also caused abstracts of said  
petition containing the substance thereof to be posted



in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Republican a newspaper published in said county said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had said commissioners gave notice in like manner as described on the foregoing notice of the petition, to all persons interested of the time and place for commencing said view. And on the said fifteenth day of August the commissioners met at the time and place appointed and proceeded to view the premises, and having viewed the same the commissioners then determined to hear the parties at the same time of said view and having heard the parties said commissioners then proceeded to consider and adjudicate upon the prayer of said petition and after considering the same said commissioners did then and there adjudge that common convenience and necessity require that the prayer of the petition should be granted, as by the report in writing of said view and adjudication on file appears and the new highway discontinued

Mr Daniel W Potter one of the county	{ C C Wright } County Commissioner { A H Merrill } { E W Ball } { not concerning A H Merrill }
commissioners being designated by reason	
of residence Mr E W Ball was called	
and acted in his stead	

All of which by the reports of said commissioners filed among the proceedings on the aforesaid petition fully appears And now the said reports being read and considered is accepted and the the road is ordered to be discontinued

Selectmen of Cheshire  
 Pet for alter of Highway  
 in Cheshire

To the County Commissioners of the County of Hampshire  
 The Undersigned Selectmen of the town of Cheshire in  
 said county respectfully represent that the public convenience  
 and safety requires the delaying altering and  
 reestablishing of the boundary lines and alterations in the



course and width of the county road from Springfield  
to Chicopee in said county on the east side of the  
Connecticut river from a point just north of the  
east line of the premises owned and occupied by  
Seth Stebbins in said Chicopee to the north west  
line of land owned and occupied by John W &  
Thomas A Dennis in said Chicopee and as in  
duty bound will ever pray Respectfully

William R Hatfield & others  
Selectmen of Chicopee

The foregoing petition was entered at a meeting of the County  
Commissioners holden at Springfield within and for said county  
on the Fourth Tuesday of June in the year of our Lord one  
thousand eight hundred and eighty six at which meeting the  
Commissioners deeming a view of the premises expedient appointed  
Friday the seventeenth day of August then next and next  
week in the forenoon at the Chicopee House in Chicopee  
as the time and place for viewing the premises; and caused  
a copy of said petition to be served upon the clerk of the  
town of Chicopee being the town within which such new  
location and alterations are prayed for, thirty days at least  
before the time appointed for said view; and also caused  
abstracts of said petition containing the substance thereof to be  
posted in two public places in said town; and also gave  
notice to all persons interested by causing a copy of said  
petition to be published three weeks successively in the  
Springfield Daily Republican a newspaper published  
in said county, said posting and the last publication  
of said copy having been fourteen days at least before the  
time appointed for said view; and before said view was had,  
said Commissioners gave notice in like manner as  
described in the foregoing notice of the petition to all persons  
interested of the time and place for commencing said view  
And on the seventeenth day of August the Commissioners  
met at the time and place appointed and proceeded to view  
the premises, and having viewed the same the  
further consideration thereof was deferred till the next  
regular meeting of the Commissioners held at Springfield  
aforesaid on the Twenty fourth day of August then  
next at which meeting the parties were heard and  
after the hearing said Commissioners proceed to consider



and adjudicate upon the prayer of said petition and after considering the same said Commissioners did adjudge that the prayer of the petitioners should be granted, as by the report in writing of said said and adjudication on file appears. And said Commissioners thereupon appointed Thursday the twenty first day of September then next and next ensuing in the forenoon at the house of Seth Stebbins in said Chicopee as the time and place when and where they would meet and proceed to new locate as prayed for. And the said Commissioners having given notice of the adjudication and the time and place appointed for new locating in the same manner as the notice and publication was given and made and as is by law in such case made and provided before proceeding to view except publishing an abstract of said petition instead of a copy thereof on the said twenty seventh day of September met and proceeded to locate as follows — Commencing at a stone monument standing at the intersection of the northerly line of Plainfield Street with Chicopee Street, as named by the city of Springfield, and running thence on the westerly line of Chicopee Street North  $6\frac{1}{2}^\circ$  West 309 feet to a stone by Seth Stebbins garden; thence North  $3\frac{1}{4}^\circ$  East making an angle of nine degrees and forty minutes to the right, 697 feet to a stone monument standing at the easterly side of a Maple tree in Seth Stebbins door; thence the road is located 50 feet wide; thence North  $10^\circ$  East 602 feet to a stone monument by land of Thomas Mc Mahan, the road increasing to 60 feet in width at this point; thence North  $11^\circ$  East making an angle of one degree and fifteen minutes to the right 651 feet to the northerly end of a culvert crossing the road; the location continuing 60 feet wide thence North  $10^\circ 35'$  East 444 feet to a stone monument, thence North  $15\frac{1}{2}^\circ$  East making an angle of five degrees to the right, 332 feet to a stone monument, the location at this point being increased to  $95\frac{1}{2}$  feet in width, thence North  $21^\circ$  East making an angle of five degrees and twenty seven minutes to the right 200 feet to a stone monument, thence North  $13\frac{1}{4}^\circ$  East making an angle of seven degrees and thirty five minutes to the left 163 feet to a stone monument thence,



North  $4\frac{1}{2}^{\circ}$  East making an angle of six degrees and forty  
to the left 387 feet to a stone monument, the location  
at this point being 89 $\frac{1}{2}$  feet in width; thence North  
 $2\frac{1}{2}^{\circ}$  East making an angle of two degrees and twenty six  
minutes to the left 287 feet to a stone monument, the  
location at this point being 55 feet in width; thence  
North  $16\frac{1}{4}^{\circ}$  East 172 feet to a stone monument, the  
location at this point being reduced to 50 feet in  
width, and continuing the same width throughout;  
thence North  $26\frac{1}{2}^{\circ}$  East 205 feet to a stone monument  
by Josiah Stevens door yard; thence North  $46^{\circ} 5'$   
East 190 feet to a stone monument standing 31 feet  
southwardly of the south East corner, and 25 feet southwardly  
of the southwest corner of Mc Olymans dwelling house  
thence returning to the place of beginning and commencing  
the survey of the easterly line of said Cheshire street  
at a stone monument standing directly opposite of the  
first mentioned stone monument and 50 feet distant  
therefrom and running thence North  $61^{\circ}$  West 307  
feet to a stone monument thence North  $31\frac{1}{4}^{\circ}$  East 627 feet  
to a stone monument, opposite the maple tree before  
mentioned the location thus far being made 50 feet in  
width; thence North  $10\frac{3}{4}^{\circ}$  East 548 feet making an angle  
of seven degrees and fifty five minutes to the right at  
a stone monument on land of Thomas McMichael the  
width of the location being increased to 60 feet at this  
point thence North  $11^{\circ}$  East making an angle of  
one degree and fifteen minutes to the right, 653 feet  
to a stone monument on land of Peter Gilligan at  
the culvert before mentioned the width of the location  
continuing 60 feet to this point; thence North  $13^{\circ} 15'$  East  
making an angle of two degrees and twenty minutes  
to the right 328 $\frac{1}{2}$  feet to a stone monument on  
land of said Gilligan, the width of the location at  
this point being 83 $\frac{1}{2}$  feet; thence North  $35^{\circ} 15'$  East  
making an angle of twenty two degrees to the  
right 192 feet to a stone monument on the side  
hill on land of the Connecticut River Rail Road  
Company; thence North  $15^{\circ} 15'$  East making an  
angle of  $20^{\circ}$  to the left 90 feet to a stone monument  
on the line between lands of said Company and



John Kennedy; thence North  $8^{\circ} 34'$  West 126 feet making  
 an angle of twenty three degrees and fifty two minutes  
 to the left, to a stone monument on land of said  
 Kennedy the width of the location at this point  
 being 102 feet; thence North  $11^{\circ} 55'$  East making  
 an angle of twenty degrees and five minutes to the right  
 95 1/2 feet crossing a small rivulet of water to  
 a stone monument on land of said Kennedy, the  
 width of the location at this point being 95 1/2 feet;  
 thence North  $47^{\circ}$  degrees East making an angle of thirty five  
 degrees and thirty two minutes to the right 234 feet to a stone  
 monument on land of said Kennedy at the summit  
 of a steep hill; thence North  $11^{\circ} 1/2^{\circ}$  East making an  
 angle of thirty six degrees to the left forty feet to a stone  
 monument on land of John Jepson and Charles French;  
 thence North  $45^{\circ}$  West making an angle of twelve degrees  
 and twenty two minutes to the left, 84 1/2 feet to a stone  
 monument standing on land of said Jepson and French;  
 thence across a ravine North  $28^{\circ} 54'$  East making an  
 angle of twenty nine degrees and thirty nine minutes  
 to the right, 95 1/2 feet to a stone monument standing on  
 the side hill on land of said Jepson & French thence  
 North  $30^{\circ} 1/2^{\circ}$  East making an angle of two degrees  
 and twelve minutes to the right 112 1/2 feet to a stone  
 monument on the line between lands of Jepson and French  
 and John and Thomas A. Demmison on the top of the  
 hill; thence North  $19^{\circ}$  West making an angle of forty nine  
 degrees and forty five minutes to the left 303 feet to a stone monument  
 on land of said Demmison, the width of the location at this point  
 being 89 1/2 feet; thence North  $2^{\circ} 17'$  West making an angle  
 of sixteen degrees and forty three minutes to the right 245 feet to  
 a stone monument standing on the easterly line of the  
 original location, the width of the highway at this point  
 being reduced to 55 feet thence North  $14^{\circ} 18'$  East making  
 an angle of sixteen degrees and thirty five minutes to the  
 right 164 feet to a stone monument standing on the  
 line of the original location the width of the old location  
 being now reduced to fifty feet at this point and so  
 continuing of that width to the close of this survey thence  
 North  $26^{\circ} 1/2^{\circ}$  East 194 feet to a stone monument standing



